

MASON'S
DELICIOUS
O.K.
SAUCE.

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Drambuie



PRINCE CHARLIE'S LIQUEUR.

The origin of "DRAMBUIE" and the basis of its production, give it a character distinct from other Liqueurs.

Brought to Scotland by a follower of Prince Charlie in 1745, the recipe was given to a MacKinnon of Skye, and the secret has ever since remained in one family. The MacKinnon of that day employed the materials which were available, and in place of Brandy a fine old Whisky was used. This, along with heather honey and herbal ingredients of recognised value as aids to digestion produced a Liqueur which soon gained the post of honour on the tables of Highland Aristocracy, and is now known world-wide.

Agents:—

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Prince's Building, Ice House Street.

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JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

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Sailings from Hong Kong: Daily, at 8 A.M. & 10.00 P.M. (Sundays 10.00 P.M. only)
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SAILINGS FROM HONG KONG—Daily at 8 a.m. & 2 p.m. (Sundays excepted)
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SPECIAL SALOON FARES.

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EASTER EXCURSIONS TO MACAO:—

ON SUNDAY, THE 5TH APRIL, 1931 and

ON MONDAY, THE 6TH APRIL, 1931

S.S. "SUI TAI"

Will depart from the Company's Wharf at 9 A.M.

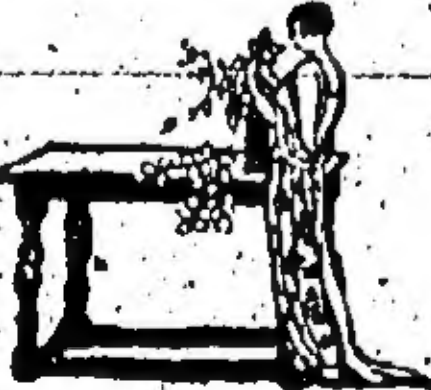
and from Macao at 4.00 P.M.

NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

THE HON. TREASURER, HONG KONG BENEVOLENT SOCIETY, 525, THE PEAK.

Enclosed please find cheque for twelve dollars being subscription to your Society for the current year.

INTERIOR DECORATIONS



ORNAMENTAL PLASTER
DECORATIVE METALS

STAINED GLASS

CABINET WORK

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GRAFTS, LTD

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HONG KONG.

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 53, FLEET STREET, E.C.4, is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

This Service is offered to our Readers without charge and, of course, no obligation is incurred on either side.

The Required Information should be sent to the
HONG KONG DAILY PRESS, LTD.
11, Ice House Street,
Hong Kong.

DIARY OF LOCAL EVENTS.

Today.
(March 31.)

H.K.H. The King of Siam arrives.
Annual Meeting, China Provident Loan & Mortgage Co., Alexander Bldg., noon.
Annual Meeting, Union Water-works Co., Ltd., 3 p.m.
Annual Inspection, H.K. Volunteer Defence Corps, 6 p.m.
Sanitary Board Meeting, 4.15 p.m.
King's Theatre opens: "Monte Carlo."
Queen's Theatre: "Gold Diggers of Broadway."
World Theatre: "The Story of Movieland" (Chinese picture).
Star Theatre: "Ten for Three."
Central Theatre: "Alf's Button."
Majestic Theatre: "Thunderbolt."
China Circus, Praya East Reclamation, 8.30 p.m.
Dances: Tea Dance H.K. Hotel, Dinner Dances, H.K. and Peninsula Hotels and Hotel Cecil.
European Mail:—Outward: via Suez (D'Aragnan), 2.30 p.m.; Europe via Suez (Antiochus), 2.30 p.m.

Wednesday.

Wednesday Before Easter.
Hilary Law Sittings end.
Quarry Bay School Spring Festival, 11 a.m.
St. Paul's College Athletic Sports, Caroline Hill, 1 p.m.
Queen's Theatre: "Gold Diggers of Broadway."
World Theatre: "The Story of Movieland" (Chinese picture).
Star Theatre: "Ten for Three."
Central Theatre: "Alf's Button."
King's Theatre: "Monte Carlo."
China Circus, Praya East Reclamation, 8.30 p.m.
Dances: Tea Dance H.K. Hotel, Dinner Dances, H.K. and Peninsula Hotels and Hotel Cecil.
European Mail:—Outward: Europe via Siberia Asama Maru, 8.30 a.m.

Thursday.

Thursday Before Easter.
Queen's Theatre: "Gold Diggers of Broadway."
World Theatre: "The Story of Movieland" (Chinese picture).
Star Theatre: "Battle of Verdun."
Central Theatre: "Alf's Button."
King's Theatre: "Monte Carlo."
China Circus, Praya East Reclamation, 8.30 p.m.
Dances: Tea Dance H.K. Hotel, Dinner Dances, H.K. and Peninsula Hotels.

Friday.

Good Friday.
Exchange Banks Close: Public Holiday.
Hong Kong Volunteers Rifle Meeting.
Queen's Theatre: "Gold Diggers of Broadway."
World Theatre: "Story of Movieland" (Chinese film).
Star Theatre: "Battle of Verdun."

MR. ARNOLD BENNETT.

AN AUTHOR WITHOUT RANCOUR
AND JEALOUSY.

HIS PERSONAL FASCINATION.

Nearly four years ago Lord Beaverbrook wrote in *The Daily Express* the following appreciation of Mr. Arnold Bennett, which should be of interest to those who have derived pleasure from his work: Lord Beaverbrook writes: "Arnold Bennett was my present age when I first met him. Although younger, in years I was older in practice than he was then, and I have maintained the lead."

He came to lunch with me at my little place in London, at my urgent solicitation. I wanted to meet him because I admired his books so much. He came on time, according to his life-long habit. He stood up. I asked him to sit down. He said he would not sit until he had spoken. He solemnly took a manuscript from his pocket and read out an attack on me and my politics.

"That," said Arnold Bennett, "is going into the newspapers tomorrow."

Honesty.

I asked him to sit down. He did so. We had lunch. We never referred to the newspaper attack again. It was not serious nor was it sensible, in my opinion. But it appeared next day just the same. By the end of lunch I saw that I had made an impression on him—which was exactly what I wished to do.

This first meeting was a prelude to a close and permanent friendship. From that day to this I can see no change in his character. It remains a constant fact. It has two outstanding features.

Arnold Bennett is extraordinarily lovable and supremely honest.

It is not only my opinion that he is lovable. He is so by the general consent of all who know him well. He evokes so strong a feeling of affection in me that I sometimes doubt whether I can judge his literary work impartially. I fear I may be biased in his favour. Yet if I have a partiality, I subject it to a pretty strong test.

For I take every bit of his writing I can get for my newspapers and I have to pay very high prices for it. Indeed, my affection for Arnold Bennett does not grow any faster than the prices he charges for contributions to my newspapers.

I must say, however, that I am compelled to pay these high prices by my competitors, who all offer for Arnold Bennett's work.

Free from Jealousy.

What is the value of his work? This is not occasion for an assessment of his ultimate place in literature. I will supply an immediate, though I fear a purely material, test—and that is the test of its commercial value.

As the great drapers and general stores "key" the value of advertisements in the *Daily Express*, so I will "key" Arnold Bennett. I find he pleases our reading public more than any one else—with one single exception.

If the effect his personality has on me might influence literary judgment in his favour, the fact that he is lovable does not influence the cold returns of newspaper sales.

I have often wondered what it is in character which naturally draws affection. In considering Arnold Bennett, I would suggest one great requisite quality. The lovable man must be a good listener rather than a good talker. In other words, he must be sympathetic—putting himself in touch with his friend rather than forcing his own personality upon him. Yet any man would much rather than Arnold Bennett should talk than listen.

Arnold Bennett is that amazing phenomenon, the literary man devoid of rancour and free from jealousy. He is appreciative of his fellow-writers, and rejoices at their successes.

But his second outstanding characteristic is undoubtedly honesty. With the exception of Bonar Law, he is practically the only man I have ever met who will not tell a lie of any sort—not even the ordinary harmless social lies that we all tell every day.

(Continued on Page 2.)

THE HONGKONG

PENINSULA HOTEL,
HONG KONG HOTEL,
REPULSE BAY HOTEL,
PEAK HOTEL

AND

SHANGHAI

ASTOR HOUSE HOTEL,
PALACE HOTEL,

HOTELS,

LIMITED.

IN ASSOCIATION WITH THE
GRAND HOTEL DES WAGONS,
LITS, PEPING.

The Only Hotel in CANTON
Directly under European
Management.

THE VICTORIA HOTEL
SHANGHAI

Guides
and Trips
arranged for
and Special Care
Taken of TOURISTS.
Cable Address: "VICTORIA."

THE HONG KONG SPORTING
ARMS & AMMUNITION STORE,
5-8, BEACONSFIELD ARCADE.

Sporting and Athletic Goods
Movie Cameras and Accessories
Hunting Wear
Shooting Equipment

YOU

ARE INVITED TO INSPECT OUR
STOCK OF
ASIATIC, FOREIGN AND
COLONIAL

POSTAGE STAMPS
IN SETS, SINGLE PACKETS,
BAGS AND IN APPROVAL
SHEETS.

GRACA & CO.,
DEALERS IN POSTAGE STAMPS,
PHILATELIC GOODS, PICTURE
POSTCARDS, TOYS, &c.
10, WYNDHAM STREET,
P.O. Box No. 520. HONG KONG.

COME TO
WORTHING
FOR RETIREMENT OR LEAVE

ON THE MARLBOROUGH FAIRWAY THE SOUTH
1000 HOURS OF SUNSHINE
Average for past 5 years.
THIS Resort is much favoured by
Retired Anglo-Indians and
Colonials. Golf, Hunting, Pleasant
Society, Good Shops, Flat Pavilion
and Daily Orchestra, Concerts, etc.
Exceptional Educational facilities.
Illustrated Guide and Full Information
Free from TOWN CLERK, No. 10,
Municipal Offices, WORTHING.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA MACAU

Cable Address—"Riviera, Macau."

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—

Principal features: Small Premium, Liberal Surrender Value,
Return of Premium in the Event of Death

Write for Pamphlet and Full Particulars to:—

DODWELL & CO., LTD.

AGENTS,
2, QUEEN'S BUILDING.

BUY YOUR
EASTER EGGS at
LANE, CRAWFORD'S
CORNER HOUSE
A wonderful selection from
20 cents to \$20.00
All made at our
own bakery.



3000 Miles of
Scenic Grandeur
and Super
Travel-Luxury

Go Home by the
Popular Route

ACROSS CANADA

Take Canada's famous scenic route crossing the Canadian Rockies at the easiest gradient and lowest altitude of any trans-continental line, yet within sight of their mightiest peaks including Mount Robson, monarch of them all. From Vancouver or Prince Rupert your interest maintains at concert pitch until, with Jasper National Park, the golden prairies and Canada's inland seas as glowing memories, you reach the east where Niagara Falls awaits your spellbound gaze.

Daily Trans-Continental Train from Vancouver or Prince Rupert, with all-steel equipment, radio-equipped observation cars and unsurpassed and moderately priced dining car service.

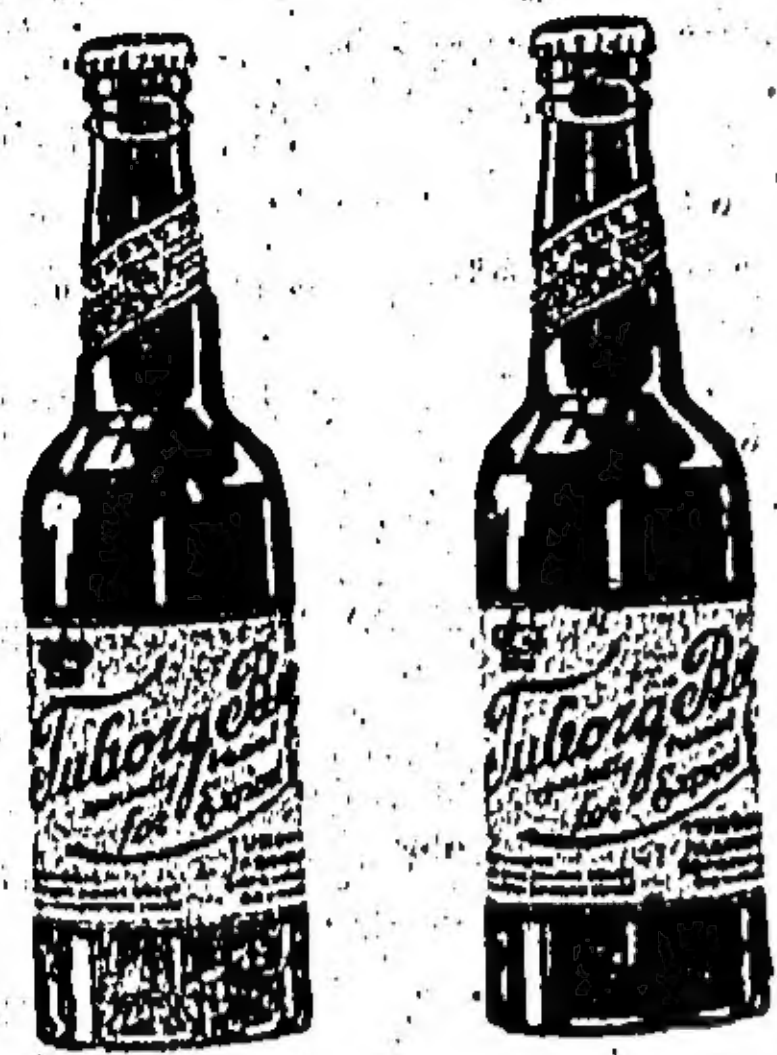
Through bookings on all steamship lines.

For rates, itineraries and information apply
ATLANTIC BUILDING, HONGKONG

CANADIAN NATIONAL
The Largest Railway System in America
(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

JUST ARRIVED A SHIPMENT OF TUBORG BEER

TUBORG



Purveyors to
The Royal Danish
Court.

The most popular
Danish Beer
on the Market.

SOLE AGENTS:
GANDE, PRICE & CO., LTD.,
WINE & SPIRIT MERCHANTS,
St. George's Buildings, No. 2, Ice House Street,
Dial 20185. HONG KONG.



**There's one sure way
to be satisfied**

Buy canned foods under a label that
guarantees the quality you want.

GOLD BAR Canned Foods offer you
every satisfaction that goes with carefully
grown fruits and vegetables—skillfully
packed under ideal conditions. They com-
bine delicious flavor with ready-to-serve
convenience all the year round.

Why guess about quality when it's so
easy to be sure?

LANE, CRAWFORD'S can supply
you—ask them for **GOLD BAR**
Canned Foods.

LANE, CRAWFORD, LTD.

COLD STORAGE



Security
at 20 Cents Per
Cubic Foot
Per Month.

**FURS ARE A LUXURY
CARE FOR THEM
OVER THE SUMMER**

For Further
Particulars

Apply



The Dairy Farm, Ice & Cold Storage Co., Ltd.

AIRWAYS AND AVIATION.

BRITISH FLYING NEWS.

A NEW SINGLE-SEATER FIGHTING MACHINE.

LONDON, Feb. 24.
Unexpected developments in the
future of air fighting are implicit
in the design of a remarkable new
British single-seater fighting aero-
plane which has completed, in the
hands of Royal Air Force pilots,
secret tests at the Martlesham
Heath Experimental Establishment,
near Ipswich.

This machine, the first of its
kind in the world, is equipped with
no fewer than six machine guns
instead of the two guns normally
fitted to similar one-man war
planes. Two guns are placed in
grooves at the sides of the fusel-
lage, arranged with synchronising
gear to fire through the disc swept
by the airscrew; four other guns
are mounted in the wings just out-
side the airscrew radius, the bar-
rels projecting a few inches from
the front edge of each of the upper
and lower wings.

At the will of the pilot these six
guns may be fired simultaneously,
throwing out a continuous "cone
of fire." The guns being sighted to
converge on a target some hun-
dreds of yards away. Little im-
agination is needed to realise the
deadliness of fire concentrated in
this way by six guns on a target
fairly located near the focal point
on which the guns converge. Dam-
age done would undoubtedly be
terribly serious, even if the stricken
machine were not literally disinte-
grated by the storm of bullets.

NEW WEAPON OF AIR DEFENCE.

The single-seater fighting aero-
plane is primarily the weapon of
air defence. It is the most effec-
tive answer to the air raider, and
the controllers of London's air
defence have therefore paid much
attention to the development of
this type of aircraft. British inven-
tion and research directed to the
perfection of the interceptor fighter
—a single-seater of high speed and
rate of climb intended to ascend
at brief notice to intercept enemy
raiders—have resulted in the pro-
duction of machines which are the
swiftest and most efficient military
craft yet in service in the world,
outstripping the best service aero-
planes of any other nation by forty
or fifty miles an hour in sheer
speed and climbing at a rate which
leaves all competing craft far be-
hind. Now, in this new "multi-
gun" fighter the defence against
air attack receives fresh accession
of strength; such a formidable wea-
pon must, indeed, exercise consid-
erable deterrent effect on an enemy
who may contemplate air raids in
some future conflict.

Though it is not quite so speedy
as Britain's fastest single-seaters
the new "multi-gun" fighter, des-
pite its heavy load of guns and
ammunition, is able to move in
level flight at a speed of nearly 200
miles an hour, and to operate at
heights up to 30,000 feet.

THREE MILES HIGH IN NINE MINUTES.

Styled the S.S.10, the machine is
the latest product of the Gloster
Aircraft Company, which has con-
structed during recent years more
than 300 single-seaters for the
Royal Air Force. It is driven by a
supercharged radial 480 h.p.
Bristol "Jupiter" air-cooled motor.
Around the engine, at its greatest
diameter, is placed a Towdend ring,
the British device which causes
marked reduction in the consid-
erable resistance to forward move-
ment through the air of this kind
of engine, in which the cylinders
radiate like the spokes of a wheel
from a central crankshaft.

Thus equipped and with full ser-
vice load on board the S.S.10 sus-
tained a speed of 194 miles an hour
in official tests and reached a height
of 15,000 feet above the ground in
nine minutes.

Other interesting performance
figures, similarly recorded by the
R.A.F. test pilots, are the speed of
170 miles an hour at ground
level, the steady increase in speed
with gain in height as the super-
charger fitted to the motor comes
into more and more effective action
till at 10,000 feet the machine sus-
tains 188 miles an hour and the
comparatively low landing speed of
57 miles an hour.

During fifty hours of intensive
test flying the S.S.10 showed no
sign of strain or stress though it
was put through every known aerial
manoeuvre including power dives at
more than 320 miles an hour. Not
a single repair was needed to the
structure of the machine. Pilots
remarked on the unusual ease of
control of the aeroplane, the robust-
ness and rigidity of its structure,
the ease of maintenance in strono-
us day by day flying, and the
good view in all directions com-
bined with unusual comfort in the
cockpit.

STREAM-LINES.

In shape the aeroplane is beauti-
ful and "clean," its lines recalling
the Gloster VI, monoplane built for
the last Schneider Trophy con-
test. It will probably be seen for
the first time in public at the next
annual R.A.F. Display, due to be
held in Hendon Aerodrome in June.

SEVEN THOUSAND FLYING CLUB MEMBERS.

Latest statistics of the operations
during last year of British light
aeroplane clubs, collected by Major
Oliver Stewart, demonstrate in no
uncertain fashion the importance
of these organisations in the growth
of aviation.

In round figures the number of
flying club members is now 7,000
and club aeroplanes total about one
hundred. The highest aggregate
of flying hours is recorded by
National Flying Services, whose
machines flew in 1930 no fewer than
13,143 hours, but this figure, achieved
by a big organisation control-
ling several clubs and interested in
other flying activities, is not strictly
comparable with the records of in-
dividual clubs. Nevertheless the
flying time is notable, representing
at a conservative estimate one
million miles of distance covered.

Typical of the inherent energy
of the club system are the statis-
tics of activity recorded by the
Lancashire Aeroplane Club. This
body has 275 members, 65 of whom
are qualified pilots. It possesses
five light biplanes, one "Moth"
and four "Avians," and flying
hours during 1930 totalled 1,538.

35,000 MILES PER MACHINE PER ANNUM.

The Midland club, with head-
quarters near Birmingham, has 443
members and did more than 1,100
hours flying on four aeroplanes.
The Scottish Flying Club realised
1,415 hours, divided among four
aeroplanes and 436 flying and non-
flying members.

The aircraft employed at these
clubs, though engaged in the ardu-
ous work of tuition most of the
time and necessarily making count-
less ascents with the engine run-
ning near full throttle, demon-
strated fine trustworthiness. For ex-
ample, the three aeroplanes belong-
ing to the Cinque Ports Club averaged
during the year 417 hours each, a
total of individual flying time repre-
senting a distance of 35,000 miles.
The Scottish club's aeroplanes aver-
aged nearly 333 hours each, the
Liverpool club 331 hours and the
Bristol and Weymouth Club 320 hours.

NEW BRITISH FLYING-BOATS.

SOME DETAILS OF THE KENT CLASS.

Successful trial flights were made
last month from the Rochester sea-
plane base, Kent, with "Scipio,"
the first of three new metal flying-
boats, each weighing 14 tons, and
driven by four engines developing
a total of 2,400 horse-power, which
have been ordered by Imperial Air-
ways, Limited, from Messrs. Short
Brothers, Ltd.

When they pass into service
these new flying-boats, which will
be the largest British marine-type
passenger aircraft yet constructed,
will be placed on the Mediter-
ranean sections of the Imperial
Airways routes to India and Africa.

The machines epitomise all that
has been learned—and such lessons
have been extremely valuable—in
operating 3-engined "Calcutta"
flying-boats of the same manufac-
ture on the Mediterranean link of
the Indian airway. These 3-engined
boats, during their period of ser-
vice, have proved admirable craft
from a commercial point of view,
both in the air and on the water.
Their metal construction has been
eminently successful, while their
Bristol "Jupiter" engines have
rendered consistently reliable ser-
vice.

The new machines, of which
"Scipio" is the first, and which
are also driven by "Jupiter" en-
gines, are considerably more power-
ful editions of the "Calcutta"
type. Not only will they have an
improved commercial performance,
but their factors of safety and
reliability will be still further in-
creased.

Speed 100-130 M.P.H.

Capable of attaining a top speed
of 130 miles an hour, and cruising
at 100 miles an hour, the new
4-engined boats will carry a paying
load of 7,500 lbs. as compared with
a pay-load of 4,420 lbs. in the
3-engined "Calcuttas."

A feature of the new craft, and
one devised to cope with growing
mailloads on Empire air routes, is
that in addition to seating 16 pas-
sengers in a large and well equip-
ped saloon—which will have con-
veniently-placed tables between the
armchair seats, and shaded electric
lights above each passenger's head
—they will have a large compart-
ment in which there will be space
for more than 11 tons of urgent
mails.

Engine noise will be reduced to a
minimum in the passengers' saloon
owing to the use of sound-insulat-
ing material between the saloon
covering and the outer skin of the
hull.

In addition to its passengers,
mails and fuel load, each flying-
boat will carry a pilot, pilot-
navigator, wireless operator, and a
steward—the last named presiding
over a fully-equipped refreshment
buffet.

Just behind the pilot's cockpit,
in the front of the hull, is a wire-
less compartment equipped with an
installation which will give the
flying-boat, while in the air, a
wireless range of 350 miles. A
telescopic aerial will also be fitted,
enabling the machine to transmit
messages when resting on the sur-
face of the water.

The two other new four-engined
flying-boats, in addition to "Scipio,"
are of the same "Kent" class,
and are to be named "Satyrus"
and "Sylvanus."

When they, and the new 3-
passenger Handley Page machines,
in commission, Imperial Airways
will have a fleet of 34 aircraft,
developing a total of 48,117 horse-
power.

BRITISH AIR SERVICE BADGES.

FORMAL DISTINCTIONS ADOPTED.

Officers of our mercantile air
service are now to be distinguished
by badges analogous to those of
the mercantile marine. Pilots in
command of the air-liners of Im-
perial Airways, according to in-
structions which have now been
issued, are to wear two half-inch
gold bands on the sleeves of their
blue uniforms.

Second officers of air-liners—
pilots who although fully experi-
enced and having had many hours
in charge of smaller craft, are not
yet entitled to take sole charge
of a large, multi-engined machine
—are to wear single half-inch gold
sleeve-bands.

After having flown for five years
in charge of Imperial Airways
craft, pilots will be entitled to
wear an eight-pointed gold star
just above their sleeve-bands.

Pilots who have risen in the
Company's service till they are at
the head of a group of pilots fly-
ing in any of the divisions along
main routes, are to be distinguish-
ed by wearing three gold sleeve-
bands.

Station superintendents of Im-
perial Airways of the first-class are
to be distinguished by a quarter-
inch white cloth sleeve band in-
between two half-inch gold bands,
while second-class station superin-
tendents will have one half-inch
gold band worn over and immedi-
ately below a quarter-inch white
cloth band. The work of these air-
way station superintendents is
analogous to that of a purser in
the mercantile marine.

Station and flight engineers in
possession of one ground engine-
er's licence are to wear a gold-emb-
roidered five-pointed star. If
they have gained two ground-en-
gineers' licences, they will be en-
titled to wear a couple of stars.
If they have three or more ground
engineers' licences they will have
one gold band worn on, but below,
a quarter-inch light blue cloth
band.

Engineers who are in possession
of three or more ground engineers'
licences, and who have served ten
years with the Company, are to be
distinguished by two gold bands
with a quarter-inch light blue band
between them.

WORLD'S LONGEST AIRWAY.

OPENING OF CENTRAL AFRICA SECTION.

The first air-mail from London
on the 8,070 miles Central Africa
section of the Imperial Airways
London-Cape Town route left Cro-
ydon on February 28.

At Cairo, the airway junction
for India and Africa, the mails
were transferred to a big
Armstrong-Siddley aircraft which
took them on to Khartoum. Here
they were placed on board a short
flying-boat, and flown on above the
rivers and lakes to Mwanza, on
the shores of Lake Victoria, in
Tanganyika territory, the tempo-
rary terminus of the Central Africa
sector of the airway.

The air-mail was due to reach
Mwanza, 5,114 miles from London,
in 9 days, as compared with the
24 days of surface transport. The
cost of sending a half-ounce letter
by air-mail from London to Tan-
ganyika Territory, including the
aerial surcharge, is only 7d. while
to Khartoum the combined postage
and air fee is 5d.

When the remaining sections of
the African airway are in opera-
tion it will be possible to accom-
plish an air journey of 8,000 miles
from London to Cape Town in 11
days, as compared with 17 days
by surface transport.

Ground Organisation.

The Imperial Airways trans-
African route is the most comple-
tely-organised of its kind in the
world. Along the 8,700 miles be-
tween Cairo and Cape Town are 27
main aerodromes and 20 subsidiary
alighting points, many of the latter
having had to be cleared in the
heart of virgin bush, while as
many as 17 wireless stations
have been installed. At no time,
while in flight along any section
of the airway, will the big 3-
engined aircraft be out of wireless
touch with land stations. At a
number of the alighting-points
where night halts will be made,
Imperial Airways have established
completely-equipped hotels and
rest-houses for the convenience of
passengers. The ground organisa-
tion also includes hangars, work-
shops, meteorological departments,
and quarters for the airway staff.
Many passengers are expected to
make the aerial journey above
Africa in order to view the magni-
ficent natural scenery, and glimpses
of wild life, which they will see
from their lofty viewpoint.

MR. ARNOLD BENNETT.

(Continued from Page 1.)

The objection, in social inter-
course to this kind of unbending
rectitude is that it leads its pos-
sessor into becoming ungracious or
even unpleasant by showing plain-
ly when he is bored with his com-
pany.

Arnold Bennett never shows that
he is bored, because he never is.
Some sort of secret fund of amuse-
ment seems to well out of his own
personality and sweeten every hour
with fun for himself.

His Real Delight.

I once induced him to come for
a motor trip with me right through
and round Scotland. I enjoyed
every hour of it—and I believe he
did the same. We had our talks
and adventures, and our dinners—
and plenty of good fun. I came
to the conclusion that Bennett did
not like being driven too fast.

So on one occasion I had the
car speeded up till the indicator
pointed to seventy-five miles an
hour.

I held on grimly—so did Arnold.
Bennett. He would not speak a
word of caution. The pace grew
terrifying as the road wound
through the valley.

I decided that the game was up,
and the speed was reduced. He
never mentioned the incident again.

But when we got back to town
he sent me a book beautifully
bound and splendidly illustrat-
ed. On the frontispiece is en-
graved a torse and on it is
written, "In Memoriam of the
Scottish escapee. He faced 75
m.p.h."

Arnold Bennett's real delight,
however, is in yachting. There we
can rarely come together—because
we eat quite different kinds of
food. The distinction is this.
When he embarks on my yacht I
give him the kind of food he likes
while adhering to my own. But on
his own yacht he will not give me
anything except his own dietary.
And he prefers his own yacht to
mine.

Arnold Bennett has always been
a pretty keen politician. I should
say that his brand of Liberalism
was very much that associated with
the name of Mr. Lloyd George.
That makes it the more curious that
when he wrote an article during
Lloyd George's war Premiership
declaring that the existing Minis-
try was collapsing and must be re-
constructed, he laid it down as a
condition that the new Government
should not contain Mr. Lloyd
George in any capacity whatever.

The reason for this hostility re-
mains obscure to me. I am sure it
was not caused by prejudice or any
personal issue. And yet I cannot
say that Arnold Bennett ever really
succeeded in explaining to me why
he objected to Mr. Lloyd George's
politics.

Practical Capacity.

At the beginning of 1918 Arnold
Bennett came to serve in a junior
capacity in a Ministry of which I
was the head. He showed such re-
markable gifts for administration
that in the end he rose to be
Deputy Minister there. This work
brought him into some kind of per-
sonal touch with Lloyd George, yet
none the less—and contrary to the
usual precedent—there was no
softening of his attitude towards
the Prime Minister.

Lloyd George himself was per-
fectly aware of this hardness of
tone on the part of the novelist.
But he did not resent it.
He was aware, he said, that
Arnold Bennett had remarkable
gifts for public service, and he was
content to use them, leaving the
personal question aside.

I can prove easily enough this
lack of resentment. For when at
the end of the war I recommended
Arnold Bennett for a knighthood,
the Premier instantly concurred
and agreed to forward his name to
be placed before the King.

That Arnold Bennett did not be-
come a knight was due primarily
to Arnold Bennett himself. He
wrote a simple and dignified letter,
with no attempt to be brilliant or
funny or superior, in which he ex-
plained that he would rather that
his name did not go forward for
this honour.

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NEXT CHANGE

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QUEEN'S THEATRE.

"GOLD DIGGERS OF BROADWAY."

The most colourful and elaborate stage ensemble in the entire production of "Gold Diggers of Broadway," Warner Bros., 100 per cent. all-talking, singing, dancing natural colour special, now at the Queen's Theatre, was filmed as the final act of the production. It is a "show within a show."

Principals and chorus in this pretentious "Gold Diggers" number in the picture comprise many more than any other separate revue in the film. A complete orchestra furnishes the music in the theatre pit.

Many original songs, written especially for the picture, are introduced in "Gold Diggers of Broadway."

Nancy Welford, Conway Tearle, Winnie Lightner, Anna Pennington, Lilyan Tashman, William Bakewell, Nick Lucas, Helen Foster, Albert Gran and Gertrude Short have the more outstanding roles. The picture was adapted from the David Belasco stage hit, "The Gold Diggers," written by Avery Hopwood.

"SAY IT WITH SONGS."

Known to the fashion world as "America's foremost stylist of youthful feminine apparel," Charles Hoffman has won further fame as the creator of Marian Nixon dresses.

Mr. Hogman first came into prominence four years ago when he created the black and white vogue, which took American femininity by storm. He followed this a year later by developing the new, beautiful colour, Pansy Wood Violet, another popular shade, is also the result of his efforts. Further achievements which have brought Charles Hoffman to the front rank of fashion experts are the Queen Anne collar and Basque dresses.

Although Hoffman makes his headquarters in New York, he is almost continually en route to Paris and Hollywood, where he confers with other well-known designers.

It was while in Hollywood that he met Marian Nixon, who was then working in "Say It With Songs" which is coming to the Queen's on Sunday. The stylist credits Miss Nixon as inspiration for the dresses he has named for her.

CENTRAL THEATRE.

"ALF'S BUTTON."

The immense popularity of the original story of "Alf's Button" coming to the Central Theatre today and the noteworthy success enjoyed by both the stage play and the "silent" film are of course well-known.

With this background of complete acceptability to the public, the story has tremendously enhanced appeal by reason of the development in film technique and as a result of the greater scope for effectiveness that exists in the talkie.

Deliciously humorous in itself, the new "Alf's Button," with its spectacular ensembles, its colour sequences, its lavish array of artists supreme in their individual spheres, its rich Cockney characterizations and total absence of anything suggesting the tragic side of war, should enjoy an unparalleled success.

Full justice has been done to the peerless humour of W. A. Darlington's famous farce by the wholehearted work of the cast and the veritically given to the story by lavishly and ambitious production methods. Photography, recording, colouring, and direction are of a quality that make "Alf's Button" the "sound" sensation of the year.

KING'S THEATRE

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MONTÉ CARLO

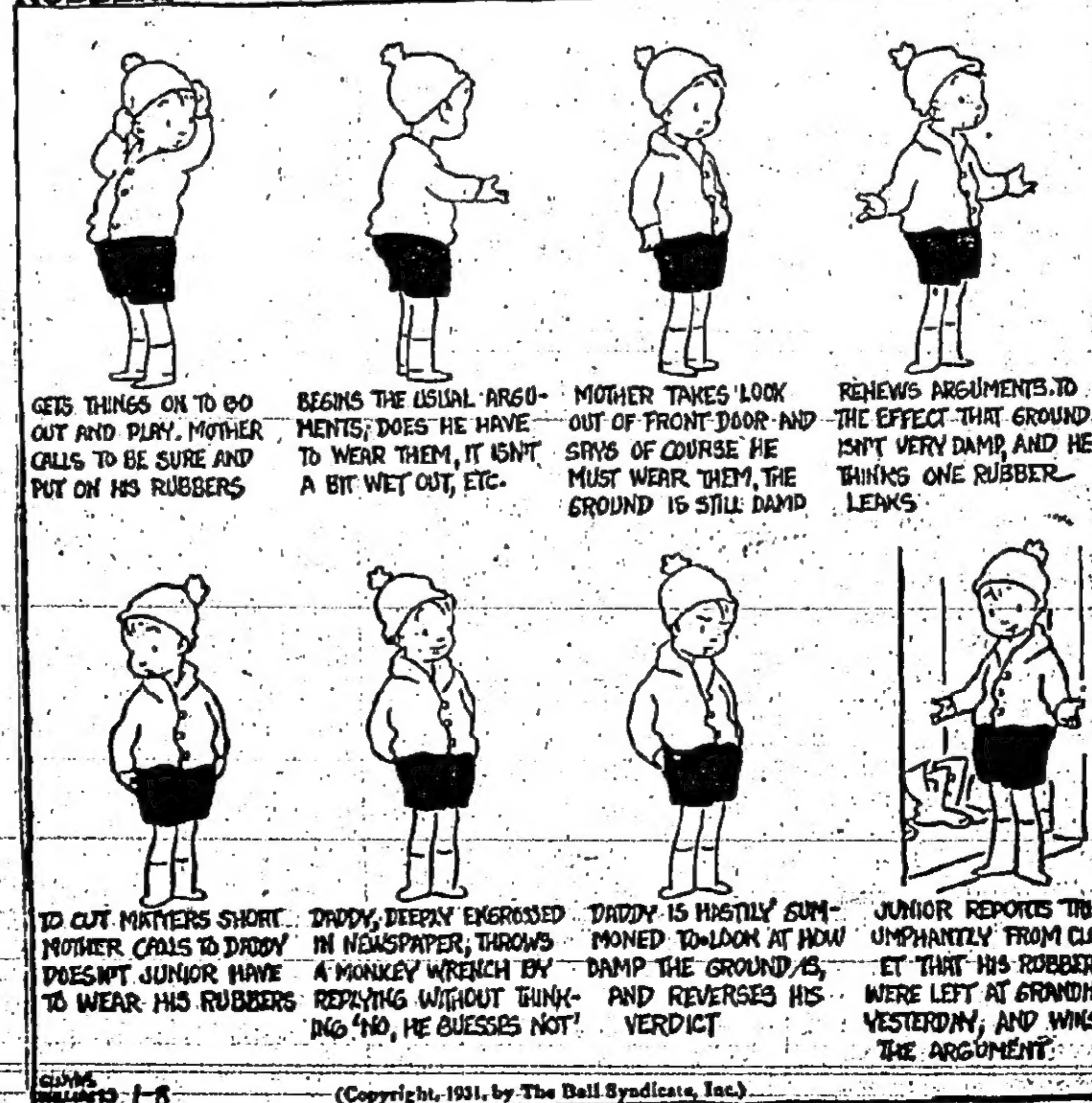
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RUBBERS

By GLUYAS WILLIAMS



GETS THINGS ON TO GO OUT AND PLAY. MOTHER CALLS TO BE SURE AND PUT ON HIS RUBBERS

BEGINS THE USUAL ARGUMENTS; DOES HE HAVE TO WEAR THEM, IT ISN'T A BIT WET OUT, ETC.

MOTHER TAKES LOOK OUT OF FRONT DOOR AND SAYS OF COURSE HE MUST WEAR THEM, THE GROUND IS STILL DAMP

RENEWS ARGUMENTS TO THE EFFECT THAT GROUND ISN'T VERY DAMP, AND HE THINKS ONE RUBBER LEAKS

TO CUT MATTERS SHORT MOTHER CALLS TO DADDY DOESN'T JUNIOR HAVE TO WEAR HIS RUBBERS

DADDY, DEEPLY ENGROSSED IN NEWSPAPER, THROWS A MONKEY WRENCH BY REPLYING WITHOUT THINKING 'NO, HE QUASSES NOT'

DADDY IS HIGHLY SURPRISED TO LEARN AT HOW DAMP THE GROUND IS, AND REVERSES HIS VERDICT

JUNIOR REPORTS TRIUMPHANTLY FROM CLOSET THAT HIS RUBBERS WERE LEFT AT GRANDMOTHER'S YESTERDAY, AND WINS THE ARGUMENT

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 333 METRES.

RECITAL FROM THE STUDIO.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report, local time and Rugby Press news.
2 p.m.—Close down.

3 to 5 p.m.—European programme of H.M.V. and Victor records supplied by Messrs. Moutrie & Co.

Orchestral.

"La Vida Breve" (Do Falla).—Symphony Orchestra.

"L'Amour Sorcier" (Love the Magician) (Do Falla).—Symphony Orch.

"Nell Gwyn Dances" (German).—New Symphony Orch.

"Molly on the Shore" (Grainger).—Royal Opera Orch., Covent Garden.

"Shepherd's Hey" (Grainger).—Royal Opera Orch., Covent Garden.

"Count of Luxembourg" (Lehar).—International Concert Orch.

"Merry Widow" (Lehar).—International Concert Orch.

6.32 to 6.05 p.m.—"Gottterdammerung" (end of Act 3), played by the Berlin State Opera Orchestra and the London Symphony Orchestra. (These records complete the suite which was kindly loaned by a listener).

6.05 to 6.55 p.m.—

Concert Items.

Piano Solo—"Gavotte in F Major" (Beethoven-Baur).—Harold Baur.

Song—"Daughter of the Regiment" (Donizetti).—Toti Dal Monte (Soprano).

"Lucia di Lammermoor—Silence—O'er All" (Donizetti).—Toti Dal Monte (Soprano).

Song—"The Floral Dance" (Mass).—Peter Dawson (Bass Baritone).

Song—"The Lute Player" (Allinson).—Peter Dawson (Bass Baritone).

Instrumental Trio—"Mirage" (Contes).—De Groot (Violin), David Bor (Piano), Calve (Cello).

Instrumental Trio—"I Zingari" (Leoncavallo).—De Groot (Violin), David Bor (Piano), Calve (Cello).

Song—"Robin Adair" (Keppel).—Francis Alda (Soprano).

Song—"The Last Rose of Summer" (Moore).—Francis Alda (Soprano).

Song—"Absent" (Metzner).—Derek Oldham (Tenor).

Song—"I Hear a Thrush at Eve" (Cadman).—Derek Oldham (Tenor).

Organ Solo—"Forever" (Ager).—Reginald Foot.

Organ Solo—"In the Heart of the Sunset" (Nicholls).—Reginald Foot.

7 p.m.—Stock quotations.

8.55 to 9.30 p.m.—"Concerto in A Minor" (Greig).—Arthur De Greef and the Royal Albert Hall Orch., conducted by Sir Landon Ronald.

9.30 to 10 p.m.—From the Studio: Violin recital of selected pieces by Michael Wexler, the famous Russian violinist, accompanied by Mr. Harry Ore.

10 to 11.30 p.m.—Ko Shing Theatre relay.

9 p.m.—Weather report, local time, etc.

11.30 p.m.—Close down.

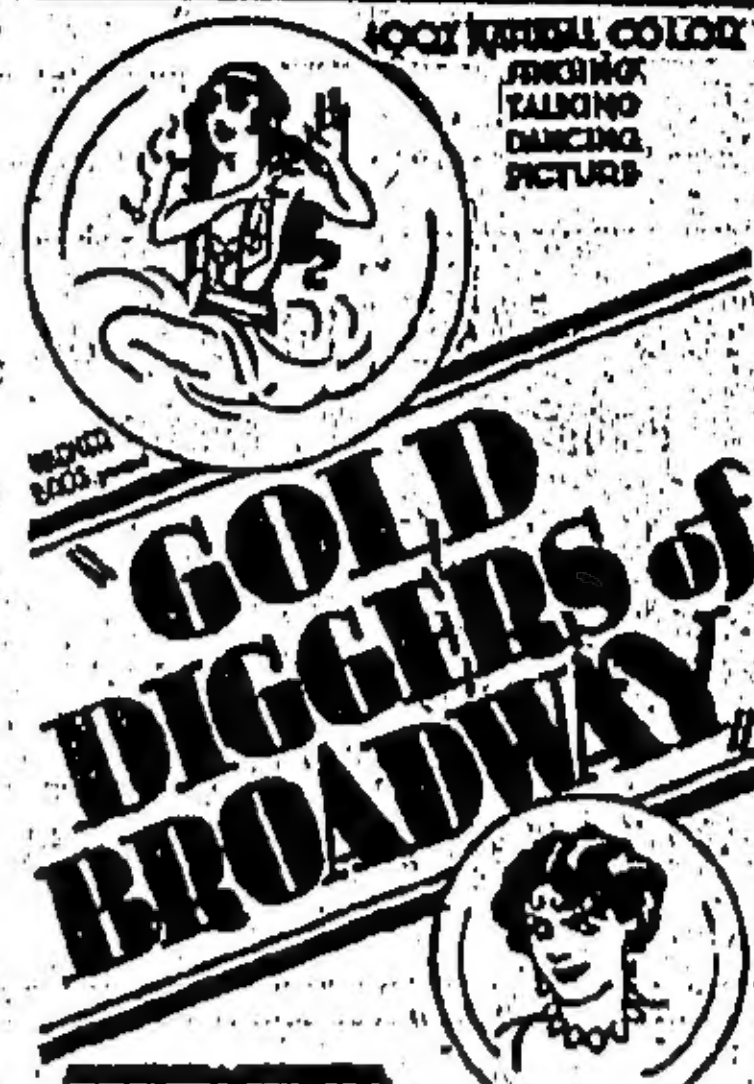
As from Wednesday, April 1, the weather report and local time will be announced at 4 p.m. and 8 p.m. instead of 1.30 p.m. and 9 p.m. as at present.

Starting from April the European evening programmes on Tuesdays and Thursdays will commence at 8 p.m. instead of 8.30 p.m.

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GOLD DIGGERS OF BROADWAY



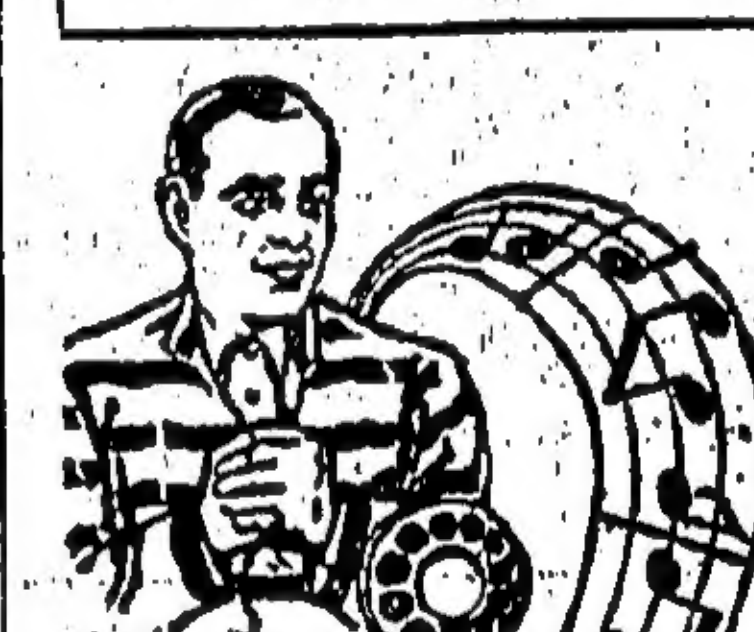
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LOONY TUNE CARTOON

ADDED ATTRACTION

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AL JOHNSON

"SAY IT WITH SONGS"

With Davey Lee

Madison Square Garden

Directed by Lloyd Bacon

"You Ain't Heard Nothin' Yet"—Until You Hear Al Jolson Sing New Songs to His "Little Red"



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BOOKS and READERS

THREE NEW NOVELS.

GUARDS - WATCH. By Farquhar
Sloan. Murray, 7s. 6d. net.
FOR GINGER'S SAKE. By Ethel
Hueston. Hutchinson, 7s. 6d.
net.THE ALMOND TREE. By Mary Grigs
Hutchinson, 7s. 6d. net.Fate linked the life of Nancy
Ardon to her country's enemy in
the Great War almost as closely by
circumstance as her heart was linked
by inclination to her English
lover, Niel Vynor. Of all the
breathless episodes that follow fast
upon each other from first to last
page of this gripping story of love
and adventure it were unfair to
tell here. Some secret airplane
engine designs have to be conveyed
from America to England by
Vynor. The boat on which he and
Nancy are travelling is torpedoed
by a German submarine, commanded
by the music-loving von Reinach,
who saves Nancy from the wreck.
This is but the prelude to adventure,
since Vynor has given the
watch in which the plans are hid-
den to Nancy in the hopes of saving
them. But much happens be-
fore the plans come safely to port
and Nancy and Vynor are re-
united. It is a spirited and swift
moving story, and the study of von
Reinach is a pleasant contrast to
many "Hun" portraits in its gen-
tle features and the soul-struggle
between his duty and personal in-
clination.

A BRISK TALE.

Miss Hueston here continues the
adventures of her Iowan heroine,
who since we last met her has fallen
into changed circumstances through
her father's second marriage, this
time to a lady with a fortune.
Winning the favour of her step-
mother, Ginger Ella enjoys the use
of more money than she knows
what to do with, and among her
pleasant escapades is the forming
of a Junior Club among all the
bright young people in the neigh-
bourhood. This venture attracts
many lame dogs also to itself, in-
cluding an artist, Bard, whom she
is destined to wed. But before that
Ginger has got herself kidnapped by
an Italian seafaring singer,
Benito, and there are thrills and
sensations, and even detective sur-
prises, before the lovers are re-
united. It is a gay and rollicking
tale that will probably be popular
with such readers as composed
Ginger's club, the *Joie de vivre*.STORY OF THE BERKSHIRE
DOWNS.Miss Mary Grigs follows up her
first novel, "Bid Her Awake," with
this other, "The Almond Tree,"
which is distinguished by the same
quiet and sensitive quality. The
history of the artist, Robert Grin-
ling, and his wife, Alice, in the
house, once an inn, on the Berks-
hire downs is narrated with great
sincerity and freshness, and his
relations with Kitty are described
with a wise perception. It is a
sad tale, told with a wistful beau-
ty, and decorated with the sym-
bolism that the almond tree spread-
ing its branches under the windows
of the old house supplies.

RUSSIA PAST AND TO COME.

KOSTIA THE COSSACK. By P. N.
Krasnoff. Translated by O.
Vitali and N. Teytovitch. Lon-
don: Allen and Unwin. Up.
viii, 508. 12s. 6d. net.After the fashion of yesterday-
nay, of a long day before, a tale
of crude and cruel things past and
done with surely. Such is a pos-
sible judgment of General Kras-
noff's "Kostia." But for this re-
cord of audacious exploits, red
slaughter, death at its worst, defied
or accepted as the common lot of
all save the meanest of men, the
old grand manner which is adopted
justifies itself and lives again—
though the story is not free from
some of the defects of its quality,and a certain simplicity in the
author has retained such a musty
old museum cliché as identification
by birthmark! Concerned with the
struggle between the Cossacks of
the Don and the Turks for Azov
in the days of the first Romanoff,
its lines are not all laid down in
black and white. The grey mist
of human disillusionment and frui-
stration gathers about the presen-
ces, making them more familiar
to our modern souls. If Dumas is
behind, so also is Tolstoy. The
young hero gives his youth, offers
up his life a hundred times, yet
Vasilisa, his heart's desire, is not
won. But defeat, we are asked to
believe, is never final. For the
effort of men's spirit their is no
death.There is more in the tale than
meets the eye on a hasty reading.
Krasnoff, the patriotic Cossack of
our days, is not only glorifying
his Cossack ancestors. The burden
of the book is not Cossack, but
Russian. The excess of description,
the insistent record of pageantry,
of barbarous brilliance of colour
and pattern, what are they all here
for but to breed discontent with
the drab dreariness of the Russia
of to-day as it appears to the exile's
soul? While he records the rise
of a new era in days long past
he is whispering his conviction
that there is another yet to come.
"Nothing could have been baser
more hypocritical and
cowardly than the Russian people
during the troubled times
the devil had seized their souls and
held them in his power. And lo!
Russia had awakened and had
taken unto herself the motto 'Vir-
tute supero.' "What is
Russia! thought Kostia, 'Is she
in truth the Phoenix?'
Having burnt, she has arisen in
new and untold beauty." All this
to the glory of the Romanoff?
Hardly. There is something better
than that in the hope of the exile
who wrote "Kostia."

FANTASTIC FLORIDA.

BOOM IN FLORIDA. By T. H.
Weigall. Bodley Head. 10s.
6d. net.Mr. Weigall has written a re-
markably bright and lively ac-
count of what he says was the
wildest and the largest "rush" in
the whole of American history.
The Florida land boom, to which
1925 gives a central date, was a
brief dream that has collapsed, but
was real enough while it lasted.
The author had a share in it. His
were the somewhat eccentric ad-
ventures of a foreigner compara-
tively unaffected by the mania, yet
he owns to having been possessed
by its magic, and to looking back
upon those months as entirely de-
tached from anything that has hap-
pened to him before or since. He
believes that to most of those who
were in Florida then they have
become, as to himself, a page of
vivid memories that have somehow
no relation to the prosaic figures
of the calendar.The discovery of Florida came
at a favourable moment. It had
been anticipated years before by far
seeing speculators, who cleared its
swamps and constructed hotels and
pleasure resorts, though without,
however, remotely visualising its
possibilities. Florida had a hotter
climate than California, was with-
in easy reach of New York, and
was, moreover, the nearest State
in the Union to non-prohibition
areas, like Cuba. As soon as the
War began, when Americans had
more money to burn than they had
ever possessed before, there com-
menced the Southern drift. The
boom was advertised, as nothing
else ever was, and was indirectly
due to the definitely and system-
atically abandoning all other con-
siderations in favour of attracting
wealthy visitors from the North.

(Continued at foot of next column.)

A CALAMITY FOR
AUSTRALIA.SHIPOWNERS ON PROPOSED
LABOUR RULES.SENATE ACTS AGAINST
GOVERNMENT.Sydney, March 21.—Overseas and
inter-State shipowners, announce
that if the Federal Government's
proposed regulations for the con-
trol of waterside labour are carried
out, it will open the door to great-
er anarchy in industry and pro-
duce one of the most calamitous
eras in the history of Australia.At Canberra yesterday the Senate
rejected these regulations. The
Federal Government then immedi-
ately called a meeting of the Execu-
tive Council, which officially enact-
ed and subsequently gazetted the re-
gulations. They must, however, be
laid on the table of Parliament,
when the Senate will have another
opportunity of rejecting them.The Federal Government is also
determined to push on with various
measures designed to restore pro-
sperity in Australia, despite attacks
against these measures in the House
of Representatives and threatened
obstruction by the Senate.

Labour Party Split.

The New South Wales State
Cabinet meets on Monday to dis-
cuss whether it shall make another
effort to appoint sufficient new
members to the Legislative Council
to ensure the passing of the new
Arbitration Bill, which the Council
has shelved, and the Bill to reduce
interest, which the Council is ex-
pected to reject.Meanwhile, another indication
that a critical struggle is develop-
ing in the Labour Party between
the followers of Mr. J. H. Scullin,
the Federal Premier, and Mr. J. T.
Lang, the Premier of New South
Wales, is that the delegates from
the other states to All-Australian
Conference here next week will
probably support Mr. Scullin, but
it is unlikely that New South
Wales will be represented at all.Land began to become scarce and
to command high prices. It brought
in Miami at one time more per
square foot than land in the most
expensive districts of New York.
It had the glamour of an absolute-
ly untested intrinsic value. Nobody
knew what Florida land was worth
apart from the boom conditions;
nobody knows even to this day.
But everybody dealt in it. A sort
of mania was in the air. Money
had begun to mean actually noth-
ing. Mr. Weigall gives of his own
knowledge instances of rapid ap-
preciation of values in a few hours
in 1925, and tells of one lot in
Fagler-street, Miami, that in that
year changed hands at one million
and a half dollars, or exactly one
thousand times what it was bought
for fifteen years before.Mr. Weigall's personal adventures
in the months before the bubble
burst, make entertaining reading.
He landed in Miami in the sum-
mer of 1925 with a few dollars in
his pocket, and had to labour with
negroes at the docks for a living,
but soon he had joined up with
the news department of Coral Gab-
les (which he still regards as unique
in the whole history of the world's
building), and a few weeks later
he was a representative guest on
a Cuban battleship in an official
visit to Havana. Florida naturally
during the boom attracted to
itself every conceivable type of
humanity, and our author's por-
traits of some of its conspicu-
ous personalities are extremely
lively.CHINA'S CLASSICAL
SYSTEM.WHAT HAS SUPERSEDED
IN CANTON.FORCES WHICH CHINA
CANNOT ABSORB.Owing to pressure on our space
we had to hold over the conclusion
of Professor Forster's lecture on
the New Curriculum and the Old
Studies in China. In it the Pro-
fessor gives a most interesting
account of the new schools in Can-
ton and the curriculum which is
being taught. Continuing his ad-
dress Professor Forster said:—

The New Way.

Such then are the general prin-
ciples let us see how they are be-
ing applied concretely in Canton,
to which city the Education Society
paid a visit during Chinese New
Year. It was significant that the
schools were open the whole of that
week and that the work was being
carried on as though Chinese New
Year did not exist. That was one
definite breach with the old tradi-
tion, but it was no whit wider than
the departure from the traditional
methods of teaching handed down
from the past.Instead of the chorus of shouting
which used to greet the visitor, the
characters are now learned quietly
while the teacher gives appropriate
explanations and uses blackboard
illustrations to impress the mean-
ing. In the youngest class the
children were playing a most use-
ful game, on approved Montessori-
an lines. One child was blindfolded,
while a member of the class
left the room, and several others
changed their seats. With his eyes
now free he had to name the
one who was missing. The usual
kindergarten apparatus was present
in other forms, and the methods
were exactly what we should ex-
pect in a western school.Algebra and Arithmetic, geo-
graphy, and hygiene proceeded on
the same lines, and there was a
familiar note about the physical
drill which was taking place in
the basket-ball court.The strains of the Marseillaise
were issuing from a classroom,
next to which a building was in
course of erection as headquarters
for the Girl Guides.In the government school for
boys the same curriculum was fol-
lowed except that, in this case,
physics, chemistry and woodwork
were a prominent feature and the
open spaces for games were more
numerous because there was greater
demand. Confucius and Men-
cius in this scheme play a minor
part in the earlier stages, and not
a very prominent one in the later.
Only such passages as are clear
and simple are given in the form
of extracts, a fuller study being
postponed to later stages.Except then for the difference in
language the visitor to the modern
Chinese school to-day whether in
the Kindergarten or in the Middle
School finds exactly the same sort
of thing that he would find in a
foreign school.

Officially Required.

It would be absurd to say that
this curriculum is available in all
schools, but it is the curriculum
which the Chinese government offi-
cially requires and is the system
that would be universally establish-
ed if there were no obstacles such
as absence of modern teachers and
lack of other resources for there is
a kind of religious fervour amount-
ing almost to fanaticism in the
movement to realize this ideal of
a modernised China through west-
ern education. Young China has
not only thrown down the walls of
the cities and cut straight through
the narrow tortuous streets of the
old towns, but it has also cut right
through the old hoary traditions
and customs and exposed the na-
tion to the quickening breeze of
the western scientific method. Na-
tional salvation lies through this
knowledge which alone gives power
and material wealth. The old sys-
tem which made culture the
primary aim is subordinated to an
end.

(Continued on next column.)

UPPER SILESIA AND
GERMANY.ANNIVERSARY OF
PLEBISCITE.Berlin, March 22.—The ringing
of church bells throughout Germany
to-day reminded the nation that
ten years ago, thanks to the devo-
tion of the German population of
Upper Silesia, the plebiscite re-
turns came out overwhelmingly in
favour of Germany and overthrew
the preconceived intention to award
that entire territory to Poland.Chancellor Brüning attended the
main celebration of this historic
event in Upper Silesia's principal
town, Bräunchen, when he expressed
the German Government's grateful
appreciation of the staunch loyalty
of the population in a time of bit-
ter distress.Amid the manifestations of deep
emotion by all present the Chan-
cellor went on to say: "We all know
through what facts and events this
great patriotic deed was for us
robbed of its full success and how
it was just those people who have
ever shouted most loudly about the
right of self-determination of all
nations that this expression of that
self-determination was disregarded.
The Government at that time lodg-
ed a formal protest against
Geneva's decision by which the
plebiscite was disregarded in a
large degree. The League of Na-
tions Council however rejected our
protest. But the Chancellor of that
day in the session of the German
Federal Council of November 7,
1921, took note of the fact that the
reply of the League's Council did
not eliminate from the world of
realities the answer of the German
people nor the protest of its govern-
ment. What was true then is true
also to-day."unimportant position, for China
believes she can live on this ethical
and cultural capital which has
been stored up during the centuries
and that the defect in her system
can only be made good by an ex-
clusive attention to the means
whereby she can be enriched, in
the same way as America has been.For the first time in her history
it seems that China has come up
against forces which she cannot
tame or absorb into her system,
but to which she must entirely sur-
render, so seductive are the pro-
mises which the new education
makes. But perhaps the move-
ment is not so catastrophic as it
appears on the surface. It may
be that in China as elsewhere the
old is always dying and the new
being born, but that there is no
breach of continuity. The new
could not be born except of the
old and the old gives evidence of
life, not of death by being trans-
formed into the new.Old things need not be therefore
true.
O brother men, nor yet the new
Ah still awhile the old retain
And yet consider it again.

LAMBERTS AUCTIONS

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30th March, 1931.

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2 STEEL CABINETS
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4 SACKS FLOUR
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8 PACKAGES OF SAMPLES

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HOUSEHOLD FURNITURE,
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POLICE WORK IN HONG KONG.

TRIBUTE BY H.E. THE
GOVERNOR.
MEDALS AND AWARDS AT
ANNUAL PARADE.

There was a very smart turnout in the compound of the Central Police Station yesterday when H.E. the Governor, Sir William Peel, K.C.M.G., K.B.E., inspected the Hong Kong Police Force.

Over 250 were mustered, there being sixty Europeans, sixty Indians, fifty Cantonese, fifty Weihiwei men, twenty-four Indian guards and twelve Russian guards on parade.

The Inspector General of Police was in charge of the parade, other officers present including Messrs. T. H. King, P. P. J. Wodehouse, D. Burlingham, W. R. Scott, Khan Sahib, Nawab Khan and Sirdar Sahib Monindar Singh.

Accompanied by the Hon. Mr. E. D. C. Wolfe, his Excellency, who was attended by his A.D.C., Capt. Colman, inspected the various divisions, after which he distributed medals and other awards, a full list of which will be found below. After the parade, the Emergency Squad gave a demonstration. Various methods of coping with a disturbance by armed and unarmed men were shown. The Emergency Squad also showed the proper methods of challenging a party of men who might be armed. Half the squad drew their revolvers and "covered" their quarry while the other half systematically searched the men.

On the whole the demonstration was very impressive and much credit is due to Sergeant Hunt, under whom the Emergency Squad was trained.

Among the visitors present were the Hon. Mr. A. E. Wood, Hon. Mr. S. W. Tao, Mr. Li Yick Mui, Mr. Lo Chung Shi and Mr. H. Somerset Filmer.

Governor's Tribute.

After presenting the medals and awards, His Excellency said:—

"It has given me very great pleasure to make this inspection this afternoon and I congratulate you on the smartness and efficiency of the turnout. I also congratulate all those to whom I have just distributed medals and certificates and who have been recommended by me for special commendation. I trust that their success will be an incentive to other members of the force to achieve a like success."

I should like to take this opportunity of thanking the force for the very excellent work they have done during the past year. I have been especially impressed by the work of the Criminal Investigation Department. That department has a very difficult task to perform, and while the work is of a very interesting nature, it is always fraught with considerable danger and I think that it holds a wonderfully good record.

At the same time good work in the other branches is essential to the success of the whole machine, and it is very desirable that each one in his own branch and place should do his bit. No doubt work like that of the Traffic Department may seem at times somewhat monotonous and mechanical but it is work which is just as essential for the welfare and safety of the lives of the citizens of the Colony.

I rather hesitate to mention the various other branches except to repeat what I have said that it is necessary for you all to do your own part and so continue to make this force a great success.

I can say that as Head of the Government I appreciate very much the good work done by you all during the past year and I feel confident that you will all put your hearts into maintaining the high standard which you have already reached."

THE AWARDS.

H.E. the Governor has been pleased to approve the following awards:—

Third Class Medal.

P.S.C.343 Shek Tui; for zealous and diligent work in the C.I.D.

Fourth Class Medals.

Insp. C. F. Alexander; for exceptionally good work while in charge of the Traffic Department during the past five years.

Insp. J. Murphy; for an excellent record of work during 18 years service and for exceptional ability and zeal during 1930 when he was attached to the S.O.A.

L.S.B.608 Lo Ki; for excellent work in the C.I.D.

P.S.C.32 Cheng Pak, P.S.C.135 Chui Yung; P.S.C.390 Kwong Po, Class II, Engineer 9 Kwok Tsun, Class II, Eng. 37 Go Shing Shun; for long and faithful service.

Commendation.

Insp. A. N. Reynolds; Commended by H.E. the Governor for his excellent handling of Police investigations in connection with a case of attempted arson which occurred

EUROPEAN ESTATE IN THE COLONY.

PROBATE GRANTED LOCALLY.

Estate in the Colony worth \$8,400 and net personality elsewhere amounting to £2,915 10s. 8d., was left by the late Mr. Vyryan D'Oyly Wintle, incorporated insurance broker, formerly of No. 27, Clement's Lane, London, who died at Durdley Court, No. 33, The Avenue, Eastbourne, Sussex, on August 30, 1930.

Re-sealing of certified copy of probate has been granted to Mr. H. C. Macnamara, of Messrs. Deacons, as attorney for the widow, Olivia Wintle, executrix, and the executors, Edward Rickards, a Lloyd's London Underwriter.

After making bequests totalling £300, testator directs that the rest of the estate and effects be held upon trust for payment of the income to the widow during her life-time. In the event of her death, the estate is to go to testator's brother, Lieut.-Col. Ernest de Vaynes Wintle, of the 17th Cavalry, then stationed at Allahabad, India.

Letters of Administration.

Mrs. Hin Yan Yung, alias Yung Un Shi, alias Un Kang Shek, late of No. 2, Kai Tack Bund, Kowloon, who died intestate at the Pan Lun Hospital, Shanghai, on March 27, 1928, left Hong Kong estate which has been valued at \$29,000. Cessate letters of administration to the unadministered estate have been granted to her husband Yung Hin Yan, a Shanghai merchant, who is temporarily living at No. 4, Ying Fai Terrace.

at No. 77, Wing Lok Street, on 10/10/30, and which subsequently resulted in the conviction and sentence of two defendants in the Supreme Court on 8/1/31, to three years' hard labour and two years' hard labour respectively.

A.S.I. B. Thorpe; Commended by H.E. the Governor for excellent and painstaking work while in charge of the Hawks' Sub-Department.

L.S.C.558 Chan Pui; Commended by H.E. the Governor for zealous work as a Detective Officer in Yau-mati District during the past two years.

P.C.C.505 Lau Tang; Commended by H.E. the Governor for alertness and vigilance on duty on the occasion of a case of attempted arson which occurred at No. 77, Wing Lok Street, on 10/10/30, in which he effected the arrest of a man, which subsequently led to the conviction and sentence of two others in the Supreme Court on 8/1/31, to three years' hard labour and two years' hard labour respectively.

Second Class D.W. Medal.

Det. D.W.110 Yen Mun Chuen; for good work during 1930. He joined the D.W. Force in 1926 and was awarded a 3rd Class Medal in 1929. On the 10/4/30 he was commended by Mr. Lindell, P.M. for the smart arrest of a pick-pocket.

Third Class D.W. Medals.

Detective D.W.106 Fok On; for good work during the year 1930, while engaged in confidential enquiries.

D.W.43 Wan Ming; for the arrest of a robber at Tsung Sau Lane on the 25/4/30. The D.W. saw the robber running away from the scene of the crime, chased and arrested him. The robber tried to deceive the D.W. by stating that he (the robber) was chasing two men who were running ahead of him. At the June Criminal Sessions prisoner was sentenced to three years' hard labour.

Bellios Medals.

L.S.B.107 Lal Singh; Awarded the Bellios Medal, Bronze, and the reward of \$5 for jumping off Blake Pier and saving the life of Chan Fu who had attempted to commit suicide.

To Kam Wing; Stoker on board the steam launch Man Tat, awarded the Bronze Medal and \$5 for rescuing from drowning two girls who attempted to commit suicide; they had jumped overboard from the Sham Shui Po ferry launch Man Tat on March 2, 1931.

Life Saving Certificate and Medallion.

L.S.A.107 Hunter, L.S.A.99 Simpson, L.S.A.10 Coleman, L.S.A.19 Hill.

Award of Merit.

L.S.A.24 Brand, and L.S.A.154 Harris.

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[481]

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Purchase.—Write to Box 400, c/o Hong
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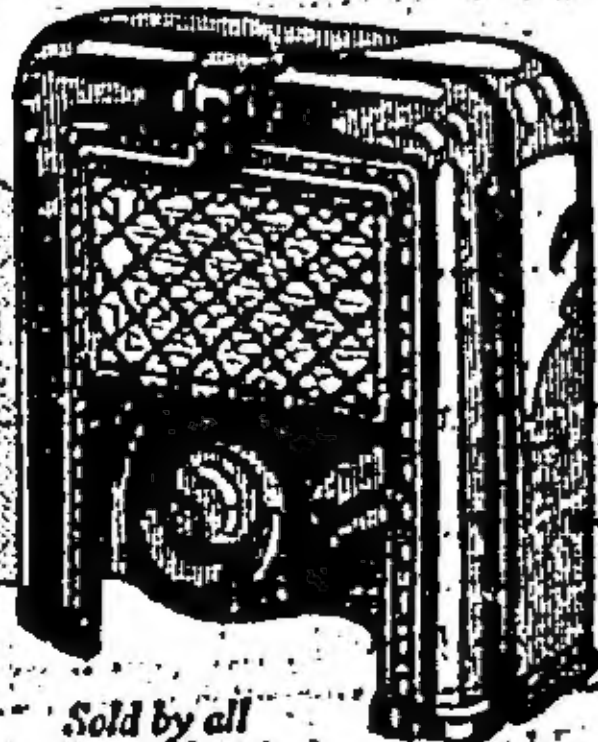
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HONG KONG POLICE RESERVE.

[ORDERS ISSUED BY THE HON. MR. E. D. C. VOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.]

Inspector General's Inspection.
A general inspection of the whole Police Reserve by the Hon. I.G.P. accompanied by the Hon. Commissioners of Police Reserve will take place at Central Police Station on Tuesday, April 28, at 5.30 p.m. sharp. All members must attend. Dress—Winter uniform, belts without frogs and cap with white cover. A practice parade for the above inspection will take place at the Central Police Station on Thursday, April 29, at 5.30 p.m. All members must attend. Dress—Winter uniform, belts without frogs and cap with white cover.

Special Duty.
All members of the Chinese, Indian, Flying Squad and Sharp-shooter Companies to-day will fall in at Central Police Station at 7 p.m. Dress—Winter uniform and cap without cover.

General.
Revolver Practice.—There will be no revolver practice at the Kennedy Road Range to-morrow.

Police Training School.
The weekly classes for Police Recruits at the Police Training School, Kowloon, will be held as usual to-day at 5.30 p.m. All members of the Chinese Company and of Flying Squad who have not yet passed Part 2 of Training Course should attend.

Chinese Company.
Probationers.—The following probationers are specially required to attend the Police Training School, and Squad Drill at the Central Police Station on Tuesdays and Thursdays respectively:—Rao Frank Chew, R74 Ho Kwai Hung, R81 Lam Man Kit, R88 Luk Kang Cheung, R89 Pong Kwok Tin, R90 Teoi Long Shan, R92 Edward E. Tip, R94 Silver Pong and R91 Kwok Shui Cheung.

Squad Drill.—All recruits of the Chinese Company will attend Central Police Station for Squad Drill on Thursday, April 2, at 5.30 p.m. under L.S.R.43 Tso Chi On.

Flying Squad.
Squad Drill.—All recruits of the Flying Squad will attend at Central Police Station for Squad Drill on Thursday, April 2, at 5.30 p.m. under L.S.R.333 A. W. Mooney.

The weekly instructional patrol of the Kowloon Section will take place to-day. Fall in at Tsim-tai-tai Fire Brigade Station at 5.30 p.m. sharp. Dress—Winter uniform and cap with white cover.

Special Duty.—Members who are detailed for special duty at the Tsees will parade at Central Police Station on Saturday and Monday, April 4 and 5 at 13.00 hours respectively.

There will be no instructional patrol for the Hong Kong Section on Friday, April 3.

Sharpshooters Company.
Leave.—L.S.R.414 R. P. Dunlop has been granted 8 months' leave of absence from the Colony as from April 2, 1931.

Miniature Range Practice.—The Company Rifle Club will hold its weekly practice on the miniature range on Thursday, April 2, at 5.15 p.m.

(Sgd.) D. L. King, D.S.P. (R.).

ABUSE OF PROCESS OF THE COURT.

INTERESTING CASES IN SUMMARY COURT.

Judgment was given by His Honour the Puisse Judge on an application for a review of two judgments, namely Nos. 302 and 304 of 1931, in which judgment was given in the first instance for the plaintiff in each case for \$1,000 damages and costs. This was an application that these judgments be set aside and that judgment be entered for the defendants in those actions.

Mr. H. L. Dennis, of Messrs. Hastings, Dennis & Bowley, represented the applicants and Mr. Horace Lo, of Messrs. Lo & Lo, appeared to support the judgments. Mr. Arenal also appeared on two similar applications.

His Lordship, in course of a lengthy judgment, stated that it was quite clear that judgment having been obtained against one tort-feasor, even though unsatisfied, this judgment is a bar to all further proceedings against the others.

In the course of his judgment His Honour stated that he thought it desirable to deal shortly with the third ground for the review set out in Messrs. Hastings, Dennis & Bowley's letter to Messrs. Lo & Lo, namely, that the writs 302 and 304 of 1931 should be set aside as an abuse of the process of the Court. On this ground His Honour was also of the opinion that the applicants must succeed.

Judgment was given for the applicants in both these two actions with costs. The judgment also given in actions 255 and 256 of 1931 were also reversed and judgment entered in each case with costs. Similarly in actions 271 and 272 of 1931, the claims were barred and in each case judgment was entered for the defendants with costs.

DOCK COMPANY MEETING.

LEAN YEAR REVIEWED BY CHAIRMAN.

BAD PERIOD FOR SHIP-BUILDERS.

Presiding at the annual meeting of shareholders of the Hong Kong & Whampoa Dock Co., Ltd., yesterday, Mr. J. P. Warren expressed regret that owing to the bad state of business during the year under review, the Company could not declare a dividend. He hoped, however, that with the completion of the widening of No. 1 Dock, business would improve during the current year.

Supporting Mr. Warren were:—The Hon. Mr. J. J. Paterson, Messrs. Allan Cameron and A. H. White (Directors), R. M. Dyer, C.B.E., B.Sc., M.I.N.A. (Chief Manager) and E. L. Hosie, C.A. (Secretary).

Shareholders present were:—Messrs. Chan, Siu Hing, Shum Hip Tong, L. Kadoorie (for self, H. Kadoorie and Sir Elly Kadoorie), Leung Fat Tin, Wong Ping Sun, Lo Koon Hang, J. E. Joseph, F. M. Joseph, Ezra Abraham, T. A. Martin (representing E. D. Snesoon & Co.), Chan Foon Tin, Frank Austin (representing S. J. David & Co.), G. E. Ellams, and G. W. Sewell.

CHAIRMAN'S SPEECH.

Addressing the gathering, Mr. Warren said:—

The gross profit is \$170,000 less than last year, the difference being mainly due to the heavy fall in exchange which took place in 1930, and although the gross earnings for the two years are practically the same, our expenditure on sterling items in our working expenses has been increased by rather more than that amount. Stock in hand amounts to \$9,205,001.96 as against \$2,049,130.33 at the end of 1929, an increase of roughly \$160,000, which is largely due to the depreciated dollar, although I can assure you that the value of our stock is well below the present market price.

The overdraft is about \$800,000 more than in 1929, and this is mainly accounted for by the heavy expenditure on dock extension amounting to \$950,000, also the increased cost in dollars of materials imported from other countries.

Interest charges amount to the large sum of \$422,000 as against \$416,000 the previous year, and I might mention that the interest on the amount spent on widening the No. 1 Dock at Kowloon has been added to Capital Account.

After bringing in \$200,000 from reserves and writing off depreciation on buildings and plant, there is a balance at credit of Profit and Loss of \$28,256.25, which, with \$121,593.83 brought forward from last year, leaves \$150,282.08 to be carried forward to next account.

Depreciation amounts to \$143,000 as against \$149,000 last year and is considered ample. Your plant and buildings are in excellent order and the whole upkeep of same has been paid for out of revenue.

Large Drydock.
During the year the widening of No. 1 Dock was practically completed and shareholders have the satisfaction of knowing that we can now dry dock the largest vessels which ordinarily visit this port.

In January, this dock accommodated R.M.S. Empress of Japan, the largest vessel in the Pacific trade, and I can assure you it was a particular pleasure to be able to retain the patronage of those old and very valued clients of this Company, the Canadian Pacific Railway.

We also built a number of small vessels, mostly motor driven, and I am glad to be able to tell you that all of these have given the greatest satisfaction to their owners, though the margin of profit in the building of them is very small. Docking and repair work was difficult to secure.

It is a matter of great regret to the Directors that we are again unable to pay a dividend, but when you consider what a disastrous year 1930 was for shipping, coupled with the debacle in silver, I trust that you will not consider the result altogether unsatisfactory.

In saying this I think I might add that the year under review has been a most anxious one generally for docks and shipbuilding concerns, and when I tell you that at the end of 1930 the tonnage of ships laid

up in ports all over the world amounted to no less than 5,400,000 tons, including new ships and new tankers, you will not be surprised to hear that we have had a very hard struggle to keep going, and with depression so general in the shipping world, it stands to reason that this was bound to be reflected in our results.

Economy and Efficiency.

Conditions being as they are, I can assure shareholders that everything possible is being done to study economy without losing efficiency, and when I say this I must lay emphasis on the absolute necessity of keeping abreast of the times in a business like ours.

I see no signs of any immediate improvement in conditions, but taking a long view, however, I think we may consider ourselves fortunate that our Dock is situated where it is, for with the advance in Chinese shipping enterprise, which may reasonably be expected as a result of improved conditions obtaining in China, we are in a good geographical position to deal with any developments which may take place.

In conclusion, I would like to thank our staff, both European and Chinese for their loyal and efficient services throughout the year.

I do not think there is anything more calling for comment, and I now beg to propose the adoption of the report and accounts as presented, and when this has been seconded, I will be pleased to answer to the best of my ability any questions shareholders may wish to ask.

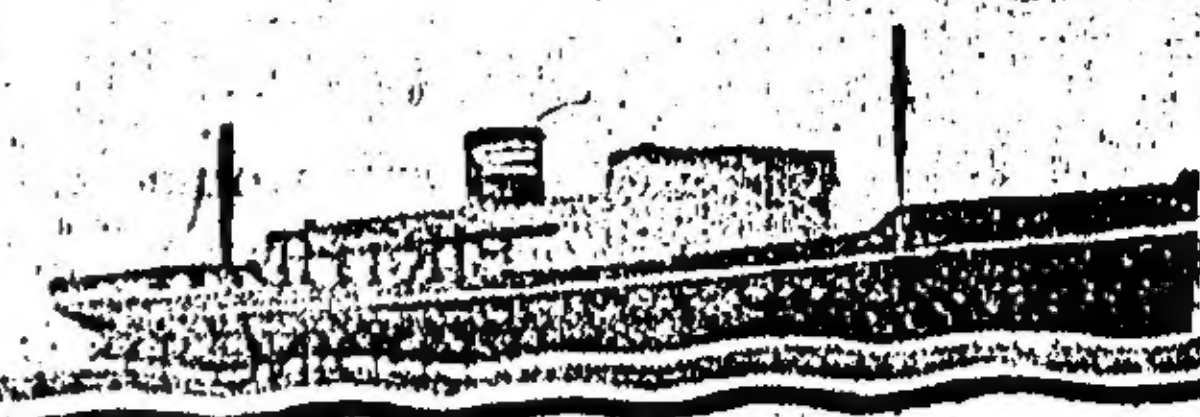
The resolution was seconded by Mr. Allan Cameron and carried unanimously.

Officers Elected.

The appointment of the Hon. Mr. J. J. Paterson to the board of directors was confirmed on the proposition of Mr. J. E. Joseph, seconded by Mr. E. Abraham, while Mr. L. Kadoorie proposed and Mr. Leung Fat Tin seconded the re-election of Messrs. J. P. Warren and A. H. White as directors.

Messrs. Lowe, Bingham & Matthews and Messrs. Percy Smith, Seth & Fleming were re-elected auditors for the ensuing year on the proposition of Mr. F. Austin, seconded by Mr. T. A. Martin.

TOURIST CABIN TRANS-PACIFIC HOLIDAYS



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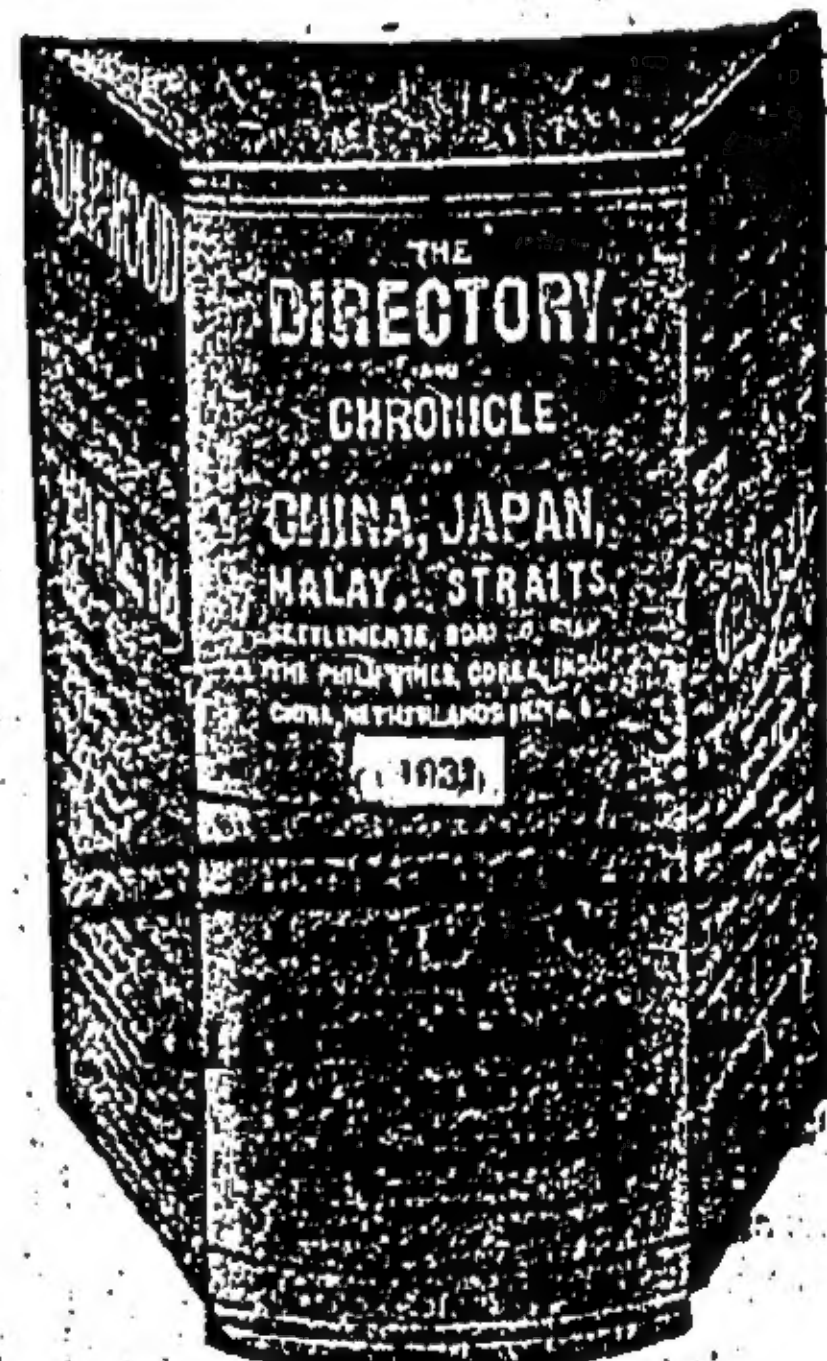
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THE BANQUE DE L'INDO-CHINE.

DETAILS OF THE NEW PREMISES OPENED
YESTERDAY AT HANOI.COOLNESS AND CONVENIENCE FOR
CUSTOMERS AND EMPLOYEES.

[FROM OUR OWN CORRESPONDENT.]

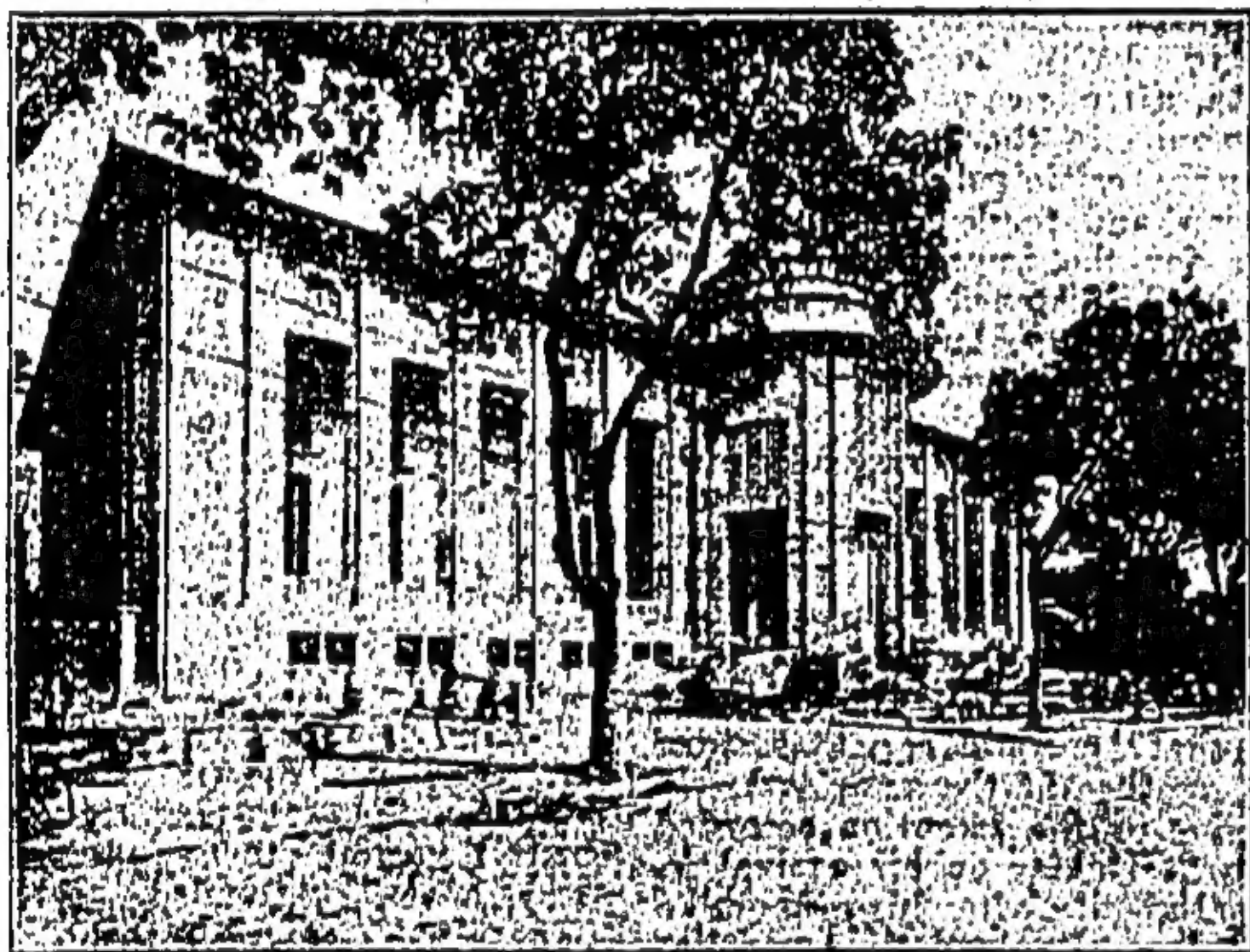
HANOI, March 30.

Today, the magnificent new premises of the Banque de l'Indo-Chine, Hanoi, will be officially opened by M. Renee Robin, the Resident Superior of Tonkin, and Acting Governor-General of Indo-China.

Costing a million piastres and taking nearly four years to complete, this huge building is one of the largest of its kind in the Far East.

It has been built to meet tropical conditions at the same time retaining the most up-to-date designs and equipment for modern banks. The keynote has been the maximum of ventilation and light. This the architects have achieved in a very successful manner by making a special roof carrying twenty small cupolas of glass. These allow the sun's rays to be reflected into the bank without any heat or glare. This is, perhaps, the finest feature of the bank, which, it is claimed, is the most airy building in the East. So successful has this method proven that it has not been found necessary to "pepper" the building with many overhead fans.

In addition to the light supplied by the roof, the two sides and rear wall of the building carry huge windows of stained blue glass which allow a maximum of light but kill the glare.



The New Banque de l'Indo-Chine Premises, Hanoi.

Situated amidst beautiful surroundings and in the heart of the city this new bank makes a worthy addition to the many fine buildings of Hanoi.

The writer was conducted over the building just prior to completion and full details of construction were supplied.

Area 30,000 Square Feet.

An idea of the size of the bank building may be gathered from the following figures:—The frontage covers 66.30 metres and the width is 44.25 metres. This gives a total surface area of roughly 3,000 square metres or about 30,000 square feet. The figure does not include compound and garden which surrounds the bank. The average height is about 18 metres, but the entrance dome reaches 23.50 metres.

The foundation consists of a solid concrete bed 30 centimetres, or about 12 inches thick. It was not found necessary to employ piles for the foundation.

The facade is of grey-red colour, obtained by using a mixture of broken red marble and cement. It is noteworthy that the material used was all of local production.

The design of the bank follows the Western manner but many of the interior fittings and decoration work are in Annamite style. Instances of this are to be seen in the two twelve-foot high lanterns at the main entrance. These take the form of temple incense-burners and are electrically illuminated at night. Further examples are also to be seen in the plaster work over the tall verandah in front of the building.

There is a huge dome forming a covered entrance for the approach by the main doors.

Forged Steel and Blue Glass.

The main entrance doors, three in number were locally made and are of forged steel framework carrying thick panes of blue stained glass with polished brass handles. They present a pleasant contrast to the grey-red walls.

Entering through the main doors one passes into a large vestibule set off by two sets (four in number) of 40 feet, red marble columns hewn from local quarries. These were hand-polished.

Passing between the marble columns one enters the "bureau" section of the Bank. The actual space reserved for the employees is 1,250 square metres or about 11,500 square feet. This area is in the centre of the building and is surrounded by a teakwood counter carrying a laid-in surface of imitation rose coloured marble. Cash "tellers" are supplied for both European and native customers while the most up-to-date banking facilities and calculating machines have been ordered. The whole floor surface of the bank is done in fancy tile work.

On the right hand side of the vestibule are the offices of the Chief Manager and sub-manager, with an antechamber for their respective secretaries and private

stenographers. Double teakwood doors with sound proof material assure complete silence from the busy and noisy transactions of the bank. On the left hand side of the vestibule are two large rooms for use as a Board-room and a waiting room, respectively.

Four Flats Above.

So well has the design been planned that it has been found possible to include four flats, as residences for sub-officers of the bank, on the space above the vestibule and there are other rooms on the upper floor. This ensures the continuous presence of a sub-officer of the bank in case of emergency.

A private stairway is provided for the flats and there are two "lower" stairways for the servants. The flats contain four large rooms and are well furnished.

Keeping Out the Sun.

Actually a double roof is built over the bank which makes for coolness in the hot season. Forced ventilation is provided for the space between the two roofs. The topmost roof presents a weird sight with its many mushroom shaped cupolas or domes; bringing to mind Edgar Rice Burroughs' stories of "Mars" and his "incubators." The sun's rays shine into the glass top, are reflected against a series of mirrors and then into the interior of the bank. The reflecting mirrors are so placed at angles that the sun's rays are impossible for the sun's rays to make the place hot. The side view of these cupolas bears a resemblance to the top of a lighthouse.

(Continued at foot of next column.)

DEATH OF DR. JOHN
ANDERSON.FORMER PROFESSOR AT
H.K. UNIVERSITY.

We regret to announce the death in Shanghai of Dr. John Anderson, the news of which was courteously forwarded to us by the Vice-Chancellor of Hong Kong University, to whom we are also indebted for the following biographical notice:

Dr. John Anderson had a brilliant career as a student at Glasgow. After he qualified he did several resident appointments including a year's training at the Special Fever Hospital in Glasgow with Dr. Brownlee. After that he was in general practice for some time, doing also radiological work.

When the great war broke out he joined the R.A.M.C. and saw service both in Gallipoli and in Palestine. It was during the war that he got his direct bent to tropical medicine. He went on a special mission to British Guiana, and subsequently held a post on the clinical side of the London Tropical School of Medicine, being attached to the Department of Helminthology.

Dr. Anderson came to Hong Kong in 1923 as Professor of Medicine, and Tropical Medicine in the University. He resigned his post in August, 1928 having been appointed to a similar Chair in the Henry Lester Medical Research Institute in Shanghai.

Dr. Anderson was 51 years of age and unmarried. He died in Shanghai on March 29, 1931; his funeral will take place in Shanghai on Wednesday next at 3 p.m.

A Memorial Meeting.

A memorial meeting will be held in the Great Hall of the University on Wednesday, April 1, 1931, at 5.30 p.m.

All members of the University and all the late Dr. Anderson's friends are cordially invited.

Members of the University staff are kindly requested to wear academic dress.

Sectionally Built.

The building is in eight separate parts or sections. A small gap of about two inches can be seen in places on the roof showing the building wall. This allows for expansion of the building under extreme heat. Incidentally, the roof, which clearly shows the various sections, is higher in some places than in others.

The Large Vault.

The vaults are in the basement of the building and on a level with the ground. The large vault which contains five separate apartments, interconnected by doors, has a total area of 39 x 20 metres, equal to 7,800 square feet. All five sections are ventilated by electric blowers which draw air from a chimney on the roof. The five sections of the vault are to be used as follows:—A receiving or verifying room for all monies, etc., before passing them into the other vaults; a safe deposit vault; a cash vault; a bank-note vault; and a shares and title deeds vault. Two stairways in the shares and cash departments give access to the respective vaults. Incidentally, a passage-way encircles the vaults as a protection against fire, forming, actually, a double wall. Central water heating is provided in the basement. Another interesting feature in the basement is the refectory, complete with kitchen, for native employees who may be required to work overtime. Two spacious garages are provided in the basement for the native employees' bicycles, the bicycle being the popular form of transport for the natives of Hanoi.

The Bank's Privilege.

To mark the opening of the new bank premises renewed privileges have been granted by the Home Government to the Banque de l'Indo-Chine to issue bank-notes for Indo-China and the French Pacific Colonies for a further period of 25 years. This places the Banque de l'Indo-Chine as the foremost banking institution of Indo-China. The Banque de l'Indo-Chine was founded in 1887, a branch office was established in Hanoi.

Messrs. Credit Foncier d'Indo-Chine are the firm of architects responsible for the design of the bank, while the Viet Construction Company, were given without tenders, the work of construction.

A branch office is also being built at Ford Bayard for the Banque de l'Indo-Chine.

G.M.L.

PRETTY CHINESE
WEDDING.TWO PROMINENT LOCAL
FAMILIES UNITED.MR. S. W. LIANG AND MISS
MARY HO.

A wedding of much interest to the Chinese community took place at the Registry yesterday when Miss Mary Ho, eldest daughter of Mr. and Mrs. Ho Kwong, was married to Mr. Sai Wa Liang, B.A. (Oxon.), youngest son of the late Sir Cheong Liang Chen, K.C.M.G., K.C.V.O.

The bride was given away by her father and looked very charming attired in a creation of Rene direct from Paris, made of Salome velvet with dewdrops of the same material covering a full tulle illusion skirt, with a train deploying from the waist and finishing like a large fan.

She carried a bouquet of arm lilies and was attended by the Misses Stella Ho, Helen Ho, Priscilla Ho and Larra Mok who wore exact duplicates of the bride's gown, in smaller design, made by Madame Chiffon and carried bouquets of white carnations.

The flower girls were the Misses Winnie Ho, Elaine Ho, Pamela Ho and Bebo Ho, who wore little cloud dresses of white tulle and silver and carried baskets of white larkspur. Master Eric Ho and little Miss Maimie Ho were the pages, and their costumes were of white satin, with capes.

Mr. George Lau, Mr. H. C. Ho and Mr. H. W. Ho were the groomsmen, with Mr. Tso Tsan-on as "best man."

A reception was held at the Hong Kong Hotel Roof Garden in the afternoon and was attended by a large number of relatives and friends of the happy couple.

The honeymoon will be spent in Peiping. The bride's going-away ensemble was a red lace crepe-de-chine dress, and coat, with shoes to match.

SIR W. HORNELL'S
FELICITATIONS.

Sir William Hornell, in proposing the health of the bride and bridegroom at the reception, said:—

I have been asked to propose the health of the bride and bridegroom. It has always struck me as queer that spinsters and bachelors are in such demand in connexion with marriage ceremonies. The father gives the bride away; the bachelors do the rest. When one is elected to a club, one is welcomed by the members of the Club. But when one gets married, instead of a veteran in the noble army of martyrs, I mean married-welcoming the recruits, it is generally left to an outsider, a man (in social and domestic matters, the victim is always a man) who knows nothing of women, except as a distant though not always a disinterested spectator. Well, spectators are said to see most of the game. Perhaps I am regarded as an elderly staff officer, who, like all staff officers, keeps out of the rough and tumble.

I have known the bride by night for many years. But being of an exceedingly timid nature where the other sex is concerned, for many years I did not dare to approach her.

A Lucky Man.

Her family have been connected with the University since its start. Her grandfather, the late Mr. Ho Bok, was one of the original benefactors; her father is a member of the Council, and one of her brothers has only just left the University. When her father asked me to perform the task with which I am now struggling, I ventured to approach Mary. Well I will spare her blushes, but I will tell the bridegroom that in my opinion he is a very lucky man.

The bride I also congratulate, not only because the bridegroom is universally acclaimed to be a charming young fellow, but also because he is an Oxford man. Now Oxford men are generally, I think, rather likeable persons, who, even though some of them are still afflicted by the Oxford manner, have almost entirely abandoned the use of Oxford trousers. But I am not thinking of the general likeableness of Oxford men. Oh no! what I am thinking of at the moment is that Oxford men are by tradition and nature celibates.

Fetters of Matrimony.

In the 16th and 16th centuries there was a student of Christ Church—in those happy days a man could spend all his life as a student and be paid for doing it—called Robert Burton who wrote a famous book called "The Anatomy of Melancholy." Now the intention of this book was to explain the causes of extravagant mental distress and irrational behaviour, and to suggest remedies for them. One section of the book, and it is one to which readers most readily turn, deals with love-melancholy. Now Burton admitted that the best cure for love-melancholy was matrimony, but he regarded the perils of matrimony as so many and various, that "it were better," he concluded, "for a wise man when the question of marriage presented itself to him, to reply with the

(Continued on next column.)

S.S. FRANCONIA IN
HONG KONG.

300 TOURISTS ON BOARD.

The tourist liner, Franconia arrived in harbour yesterday morning on her eighth voyage round the world and berthed alongside Kowloon Wharf. The liner is due to sail on Thursday for Keelung.

There were 300 tourists on board and parties from the ship came ashore, some of them going round the island for sight, seeing while others "hid" the shops in the city. The Franconia is under the command of Capt. R. Irving, O.B.E., R.N.R., the cruise director being Mr. R. H. Skinner who has been with the Franconia in her previous trips around the world.

She left New York on January 10 and is due back on May 28, the whole voyage thus taking 138 days. She comes from New York via Madeira, Gibraltar, Monaco, Naples, Alexandria, Suez, Bombay, Colombo, Andhra, Belawan Deli, Malacca, Singapore, Teluk Padang, Samatra, Batavia, Paknam, Cape San Jacques, Kotak, Zambanga and Manila. Her other ports of call after leaving Hong Kong are Keelung, Wusung, Shanghai, Chinwangtao, Chemulpo, Nagasaki, Miyajima, Kobe, Yokohama, Honolulu, Hilo, San Pedro, Balboa, Cristobal, Havana and New York.

philosopher, "tis yet unreasonable and ever will be." In fact Burton was so sure that bachelors have so much the best of life, that he maintained that they ought in gratitude to build and endow colleges for old maids to live together in. That Mary Ho Kwong should have captured an Oxford man who must have imbibed, while an impressionable student, the wisdom of Robert Burton, is a tremendous testimony to her attractions and charms.

Bridegroom's Record.

The bridegroom's father, as you all know, was the late Sir Cheong Tung Liang Chen, K.C.M.G., who was at one time Chinese Minister at Washington and at another time Chinese Minister at Berlin. And a good deal of the bridegroom's boyhood was spent with his father at these two vital centres of modern life. At St. Stephen's College, Hong Kong, Mr. S. W. Liang was a Prefect, also Captain of the school's football and athletics. Passing to University College, Oxford, he was fortunate enough to find there as the Master of the College, my old friend and colleague, Sir Michael Sadler. I know what Sir Michael Sadler thinks of him, but as I have spared the bride's blushes, I must also spare his. He represented his College at tennis, football and athletics. He did not take a first class; possibly, and perhaps wisely, he decided that life at Oxford was too rare a gift to be spent wholly in poring over books.

I do not know whether Mr. Liang proposes to devote his life to the unremunerative field of education. If he does, that will be the gain of the children of Hong Kong that are and are to come. But it may be that he will follow in the footsteps of his diplomatic father and in that case, I shall hope some day to see Mr. and Mrs. S. Y. Liang revealing in the Chancelleries of Europe or America that charm which have endeared them to so many here.

On behalf of all who are here this afternoon and of all your friends, well-wishers and admirers everywhere, I wish you every happiness. Some one, Robert Louis Stevenson I believe, said that the romance of mutual attraction does not end at the altar; that on the contrary it begins there.

I believe this to be supremely true and I hope that your mutual experience will prove me right.

The Groom's Reply.

In a short speech, the bridegroom thanked all present for their very good wishes, particularly Sir William for the very nice things he said. Continuing, he said that after listening to Sir William, he was sure Oxford men were all good fellows and he was sure Sir William was a good example of Oxford's best. On an occasion like this, one could not express oneself properly so he would conclude by thanking them all again.

Amongst the hundreds of guests present were:—The Hon. Sir Shou-son and Lady Chow, the Hon. Dr. R. H. Kotewall and Mrs. Kotewall, the Hon. Dr. S. W. Tso and Mrs. Tso, Mr. and Mrs. Ho Kom-tong, Mr. and Mrs. M. K. Lo, Mr. Tang Suikin, Prof. I. W. Gerrard, Mr. and Mrs. E. D. Bush, the Hon. Mr. A. E. Wood, Mr. and Mrs. M. W. Lo, Mr. Horace Lo, Mr. Montagna, Mr. H. E. Hung, Mr. H. K. Hung, Prof. L. Forster, Mr. G. P. de Martin, Mr. S. M. Churn, Mr. and Mrs. Ramjahn, Mr. and Mrs. A. H. Rumjahn, Mr. and Mrs. W. Gittins, Mrs. Robert Ho-tung, Mr. and Mrs. Tse Yan, Miss Lucy Tse, Mr. and Mrs. J. M. Wong, Mr. G. H. Potts, Mr. Lang Shi-ye, Miss Enid Lo, Miss Gerlie Lo, Mr. and Mrs. S. Jex, Mr. and Mrs. G. A. Harriman, Mr. Kwok Sait-lau, Mr. E. Hinesworth, Mr. James H. Kotewall, Mr. and Mrs. Choa Posen, Miss Gerlie Choa, Mr. Robert Choa, Mr. Leo Choa, Mr. W. Zimmerman, Mr. H. M. Kew, Mr. and Mrs. Pestonji, Miss Pestonji, Mr. B. W. Taps and many others.

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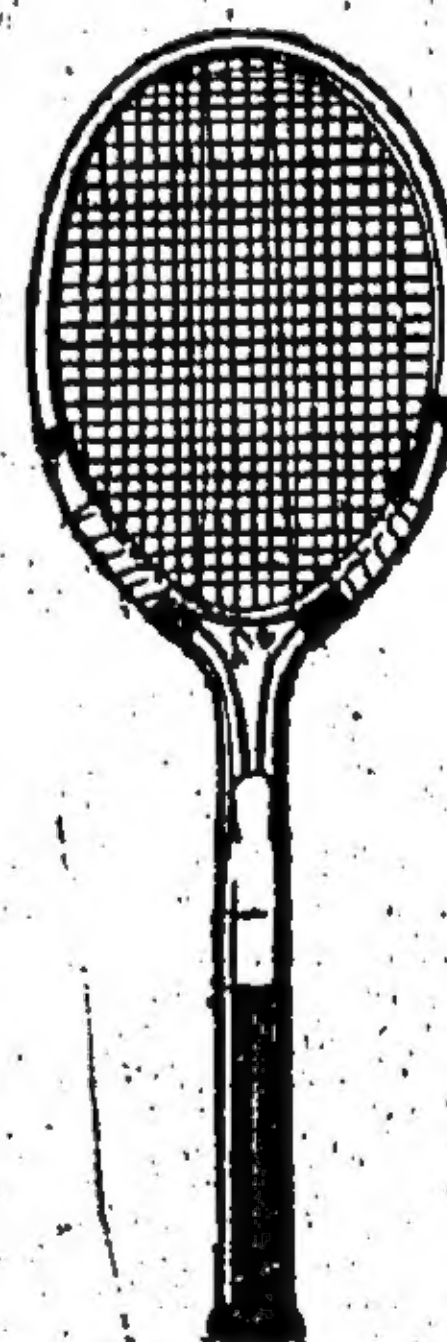
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NEW ADVERTISEMENTS

NOTICE.

THE PERUVIAN CONSULATE GENERAL has been removed TO-DAY to 180, MACDONNELL ROAD. [551]

HONG KONG FOOTBALL ASSOCIATION.

NOTICE OF REMOVAL.

EFFECTIVE from the 1st APRIL, 1931, the present Office at the FRANKLIN BUILDING will be removed to No. 20, ICE HOUSE STREET, Ground Floor. W. E. HOLLANDS, Hon. Secretary. [549]

INDUSTRIAL & COMMERCIAL BANK, LTD. (In Liquidation).

A FIRST DIVIDEND is intended to be declared in the matter of the INDUSTRIAL & COMMERCIAL BANK, Ltd. (in Liquidation).

Creditors who have not proved their Debt by the 31st Day of JULY, 1931, will be excluded from this dividend.

Proofs should be sent to the Undersigned at 8, DES VORUX ROAD, CENTRAL, HONG KONG, on or before the 31st DAY of JULY, 1931.

Dated the 31st March, 1931.

J. HENNESSY SETH, S. HAMPTON ROSS, Joint Liquidators. [550]

BANK HOLIDAYS.

IN Accordance with Government Ordinance, The EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on FRIDAY, SATURDAY and MONDAY, the 31st, 1st and 2nd APRIL (EASTERN HOLIDAYS). Hong Kong, 27th Mar. 1931. [537]

NOTICE.

On and after 1st April next, the Hongkong Dispensary Drug Store, and the Wine Department, will observe the following hours of business:—

3.30 a.m. to 5 p.m. except Saturdays, when both Stores will close at 1 p.m. The Hongkong Dispensary, Dispensing Department, will be open.

On week days until 7.30 p.m. On Sundays and Public Holidays 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD. Hongkong, 28th March, 1931. [538]

UNION WATERBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & CO., Ltd., on TUESDAY, the 31st MARCH 1931, at 3 P.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st DECEMBER, 1930.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd MARCH to 31st MARCH, 1931, Both Dates inclusive.

DODWELL & CO., LTD., 486 General Managers.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Company's BOARD ROOM, 2ND FLOOR, ALEXANDRA BUILDING, HONG KONG, on TUESDAY, 31st MARCH, 1931, at NOON, for the purpose of receiving the Report of the Directors for the Year ended DECEMBER 31st, 1930, electing Directors and Auditors, and for the Transaction of any other Ordinary Business of the Company.

By Order of the Board, D. L. KING, Secretary. Hong Kong, March 11th, 1931. [345]

THE HONG KONG JOCKEY CLUB.

OWING to Congestion in the Members' Enclosure, the FREE PASSES to LADIES will be RE-ENTERED to ONE Per Member as from the Commencement of the Club's Financial Year—1st APRIL, 1931.

By Order, O. B. BROWN, Secretary.

IF

You still yearn for that taste of real beer which you had at home.

Don't count up the days before you go on leave.

Just ring up:—

20616

and order a case of

WHITBREAD'S PALE ALE



"IT'S THE REAL HOME-SIDE STUFF!"

SOLE AGENTS:—

A. S. WATSON & Co., LIMITED.

THE HONG KONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 4th APRIL, and on MONDAY, 6th APRIL, 1931, commencing at 12.30 P.M. on Both Days. The First Race will be Run at 12 O'clock Noon.

There will be an Interval for Tea after the 2nd Race on Both Days.

MEMBERS' ENCLOSURE. Members are notified that they and their Ladies must wear their Badges prominently displayed.

No One without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 per day for Gentlemen and \$3.00 per day for Ladies (both including Tax) are obtainable through the SECRETARY upon Introduction by a Member, whose Member to be responsible for the Payment of All Clubs, etc.

Badges admitting to Members' Enclosure will not be on sale at this Race Course.

Members can obtain, upon Application to the SECRETARY, Badges (Limited to One) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

On No Pretext will Children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00 per day including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, the Tax Men, etc., will not be permitted to operate within the Precincts of the Race Course Jockey Club during the Race Meeting.

Tiffin will be served in the Restaurant in the Public Enclosure during the Tiffin Interval.

By Order, O. B. BROWN, Secretary. Hong Kong, March 23rd, 1931. [538]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 26th MARCH, 1931, until TUESDAY, 7th APRIL, 1931, Both Dates inclusive, instead of for the period previously notified.

By Order of the Board, D. L. KING, Secretary. Hong Kong, March 21st, 1931. [510]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.36 p.m., stated:—

The anti-cyclone remains central to the south of Tokyo. Depressions lie over N.E. China and over the Eastern Sea.

Local Forecast:—East or variable winds, moderate to light fog night and morning, otherwise fair.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251. Night Editor (Wanchai Office): Tel. 24511. London Office: 23, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, March 31, 1931.

MR. ARNOLD BENNETT.

The late Mr. ARNOLD BENNETT, for all his success and popularity, was a disappointment to his own admirers and to those jealous for the maintenance of Britain's literary tradition. Ever since Mr. BENNETT wrote *The Old Wives' Tale* another masterpiece at least on the same scale has been expected, but has not materialised. Books and plays were turned out with meticulous regularity: all were good but none excelled. Perhaps the best was that strange and vivid picture of wartime London, *The Pretty Lady*. It is a model of technique and may, because of its historical interest, live long after the other works of Mr. BENNETT have been forgotten.

Mr. BENNETT wrote with perfect ease and lucidity upon any subject in which he was interested. He knew his job from A to Z. He could, as in *The Old Wives' Tale*, and the *Clayhanger* trilogy, adopt the classical manner, leisurely, long and exhaustive; he was equally at home in such delightful *outrage* of writing as *The Card*, *The Regent*, and *Grand Babylon Hotel*; he had even one or two books in the manner associated with the names of several notorious lady novelists. All the time his readers felt resentfully "he ought to do better than that." Time alone will show where he will stand, for the writers of quite good books are many, but only a few works stand the test of time. Most professional authors are efficient, none more so than, say, the late STANLEY WEYMAN, and in a past generation Miss BRADDOCK, Miss CORNELL and Mr. Guy Boothby, to mention only a few names at random of persons whose novels gave infinite pleasure to their own generation, but are already old-fashioned and appear a little absurd in our own time.

Perhaps Mr. BENNETT's interests were too wide. Novelists seem to flourish best when they specialise, and particularly when they make a certain locality their own. If Mr. BENNETT had never strayed from his Five Towns how his power and knowledge would have grown! We should have had more in the manner of *Hilda Lessways* and *The Lord Rainsford* and *The Strange Vanguard*. A secret of the power of Mr. THOMAS HARDY was that he remained faithful to his native Wessex; Mr. COMPTON MACKENZIE's source of inspiration was London; and, also with a pleasing antithesis, the little towns of Oxfordshire. When he migrated to Capri he left his genius behind.

Mr. RUDYARD KIPING has never been the same since he left India. Though he loves Sussex, it is not a source of steady inspiration. Mr. JOSEPH CONRAD's fame will rest upon his stories of the sea and of Malaya, and not upon his excursions into Napoleonic history. Many of the gems of English literature were written by quiet men of leisure. They took their time over their work and their minds were not distracted by the haste of modern life. Some writers have done their best work in secret.

Thus SAMUEL PEYS wrote, and JANE AUSTEN in her earlier years. It may be that ARNOLD BENNETT's masterpiece lies hidden in some drawer, but one doubts it. Mr. BENNETT was too busy turning out his quota of novels and contract articles to have much time for the perfecting of a *magnum opus*.

RUSSIA'S WAR DREAM.

A VERY well informed publication from Home gives an interesting account of the "grand strategical conception" of the war for which Russia professes to be arming. It consists of an attack upon Poland, a great drive across Turkey and the Holy Land, and the occupation of Egypt, so as to set up a barrier between East and West. Of course, the Suez Canal would be swallowed up in this Napoleonic campaign. Probably, the general tendency of the rest of the world will be to ridicule the colossal impudence of this proposal. Yet we may do well to consider it in relation to the impetuosity to get on with disarmament. That the possibility of such a campaign has been discussed by the Red Army Staff it is not difficult to believe, and it is never wise to dismiss with derision any idea for which the means of carrying it out are either in existence or in the making. Far more to the point is it to consider how this Bolshevik "world war" could be met. Our own vital concern would lie in the protection of the Suez Canal. In the defence of this waterway the Navy could play a most effective part. How far we could employ our sea power so as to check any Russian invasion before it could get as far as the Suez Canal might well form an interesting problem for students of war to ponder.

Russia is largely independent of sea communications; indeed, we might almost say she is wholly so for the necessities of life. Her Navy would be a very formidable force to deal with. Our own Navy could push through into the Black Sea and harass the flank of an advance across Turkey, naturally assuring a sturdy resistance on the part of the Turks themselves. It could blockade and attack all the principal Russian ports and support any troop landings to try and cut the Bolshevik communications. And we may reasonably suppose that out would not be the only Navy which would take a hand in such a new "world war." Thus, we may well picture that, whilst the Red "steam-roller" was trying to crush a path towards Palestine and Egypt, sea power would be doing pretty deadly work and entirely cutting-off all oceanic communication. The picture may be a fantastic one, but still it is a picture, and should have a sobering effect upon excessive zeal of the pacifists. Disarmament must be worldwide. Russia is arming on a very formidable scale, and from all reports, foreign instructors and engineers are helping her. We know the doctrines of the Soviet, and they constitute the very reverse to any assurance of peace.

The Lord High Commissioner.

The King has approved the appointment of Mr. James Brown, M.P., as Lord High Commissioner to the General Assembly of the Church of Scotland. Mr. Brown, who is a miner, has on two previous occasions acted as Lord High Commissioner, which carries with it residence at the Royal Palace of Holyrood. Both Mr. and Mrs. Brown filled their exalted position as the King's representatives with great dignity. Mr. Brown, who is 68 years of age, has been Labour member for South Ayrshire since 1918. Fifty-six years ago he became a miner, and spent twenty-nine years underground. He still lives in a miner's cottage at Anabank, Ayrshire. As Lord High Commissioner he drives in state with a cavalry escort through the streets of Edinburgh and is received with a salute of twenty-one guns. Mrs. Brown is addressed as "Your Grace."

★ News and Views ★

Radio Station in China.

To foster closer contact with the border provinces, plans for the erection of radio stations in Sinkiang, Szechuan and Kweichow provinces have been approved by the Ministry of Communications. Two radio stations will be established in Tihwa, the provincial capital of Sinkiang, three stations in the central and southern parts of Kweichow and two in northern Szechuan. The Shanghai Factory for the manufacture of radio apparatus has been instructed by the Ministry to provide the necessary equipment within two months.

Virtues of a Badge.

Most foreigners and especially Germans, do on badges. Englishmen dislike them. Thus when it was proposed by the Department of Overseas Trade to issue badges to foreign buyers at the British Industries Fair the objection was raised that the badges were unnecessary and might seem foolish. The Department persisted. The event has proved them in the right. For not only do the foreign buyers wear their badges at Olympia itself, but they sport them in their hotels, at theatres, and in the shops of London where they make frequent purchases.

Dreyfus Play Withdrawn.

The play *"L'Affaire Dreyfus"* has been withdrawn from public presentation in Paris. When this French adaptation by M. Jacques Richpin of the original German play was produced at the Ambigu, a Royalist agitation was started which, night after night led to rowdy scenes outside and inside the theatre. A considerable force of police had to be kept in the vicinity. Matters then became more serious still through a threat from the ex-Servicemen connected with the Action Française to make a hostile demonstration. The Prefect of Police therefore had an interview with the manager of the theatre. The outcome was the decision to withdraw the piece.

General Shute and "A.P.H."

The promotion of Sir Cameron Shute to the rank of General recalls certain poems which that gallant soldier inspired during the war. The writer was Mr. A. P. Herbert. In October, 1910, Gen. Shute took over the Royal Naval Division, and the report he made on his new command was, to say the least, scathing. But the "young veterans" of the Naval Division, as Gen. Sir Ian Hamilton had called them, if they left something to be desired in the matter of smartness, were tough fighters. The report ranted, and Lieut. Herbert, then adjutant of one of the battalions, waxed lyrical. His poems, for purely private circulation, were distinctly interesting. Within a short time the division were to cover themselves with glory in the Battle of the Ancre, and Gen. Shute acknowledged their prowess. Years later, at a divisional dinner, he was the honoured guest, and "A.P.H." proposed his health.

A Chinese case of diphtheria and one of quercular fever were reported to the M.O.H. during the week-end.

Owing to a typographical error we stated yesterday that the postal rate, as from April 1, for packets up to one ounce to British Dominions, *via* Suez, was 20 cents. The correct figure is 12 cents.

A fine of \$3,000 or, in default, one year's hard labour was the sentence passed on a travelling trader by Mr. M. Schofield yesterday. The defendant was arrested on the Po Tack Wharf with 26 tael of opium in his possession.

Mrs. G. W. Brophy, wife of the missing airman, arrived in Hong Kong yesterday by the s.s. *Pres. Jackson*, and soon after arrival visited the local office of the L. E. Gale Co. She leaves Hong Kong to-day on board the *Pres. Jackson*.

Banished from the Colony for ten years from 1923, a Chinese was found in the Colony by detectives and was sentenced to twelve months' hard labour. Another man received six months' hard labour for returning to the Colony before the expiry of his term of banishment for five years which commenced in 1927.

M. Poincaré's Health.

M. Poincaré's health is still not all that might be wished according to the Home papers. It has been declared that he is now so far recovered that he is likely soon to be resuming his ordinary daily activities, but this is, some way from the real truth. Not only has M. Poincaré been unable to leave his sick room, but his lungs are still causing trouble and his heart is still weak. Only a few close friends have been allowed to see him.

Brighter Bathing.

Swimming, already one of Britain's gayest sports, is to be gayest than ever this season. The Amateur Swimming Association has raised its ban on brightly-coloured costumes. The sombre bathing suits of black and dark blue which have up to now lent dignity to serious aquatic tournaments in the United Kingdom are no longer to be *de rigueur*, unless the material of the costume is silk or cotton. There is nothing like silk for speed in the water, and potential record-breakers are not likely to handicap themselves by wearing wool, however attractively dyed, but what an opportunity the new regulation gives to swimming clubs to design the colour-schemes best calculated to intimidate rival teams in competitive events. Water polo would be much more exciting if the players were to study the art of camouflage as practised during the war, and decorate their bodies with the object of eluding pursuit. But whatever swimming clubs may or may not do about it, we may be sure that the Association's blessing on gay bathing will result at least in many thrilling aesthetic races among bright young bathing belles.

Melba and the Kaiser.

"Melba was not always kind," according to an ex-diplomatist, who went on to say: "On one occasion I heard her be extremely rude to the Emperor William. It was in Berlin, in 1907 or 1908. Melba, after her performance, was summoned to the Royal box. The Emperor criticised her voice production and made certain suggestions for the improvement of her style. She listened for a space in strained silence, but those present saw the colour mounting in her cheek. 'Your Majesty,' she answered when the Kaiser had finished, 'I know nothing about the German Empire and almost everything about singing. I should never presume to criticise the Emperor in which you rule your Empire.' An Australian present said that he could cap that story with another of the same sort. It was during the reception, accorded to Bert Hinkler on his arrival in his native city after his memorable flight from England to Australia. Someone suggested to him that he should be introduced to Melba. 'Who,' he said, 'is Melba?' This remark was repeated to Melba by an incautious friend. She at once insisted on being presented to Hinkler. 'By which boat,' she said with her company smile, 'did you come out to Australia?'"

★ Local Notes and Events ★

Sentence of one month's hard labour was passed on a Russian, K. S. Shouder Ichouk, who pleaded guilty to stowing away on the R.M.S. *Empress of Japan* from Manila to Hong Kong. The defendant also admitted that he had previously stowed away on the R.M.S. *Empress of Russia* from Shanghai to Manila.

A tea party was held by the Cran-Shing Typewriting School, of No. 3 Old Bailey Street, at the Hong Kong Hotel on Sunday afternoon when certificates were given to students who had passed the school examination at the end of the fifth term. There were a large number of Chinese and English guests including Dr. F. C. Tsang, Mr. J. Cave and Mr. Pollard. Mr. Kwok Chun-Shing, the Principal said that the school now had one hundred and thirty students including Chinese, English, Dutch, Portuguese, Japanese and Indian. Twenty-nine students received certificates.

Looking Back 25 Years.

Dealing with the attitude of Korea towards Japan, the Korea *Dai-Po Shin-Po* remarks as follows:—"The task of persuading the Imperial household of Korea to look with confidence upon Japan is one of great difficulty, for from the earliest ages, indeed, we may say for the last 2000 years Korea's existence as a nation has been supported by a procrustean diplomacy towards her neighbours. If she could realise that all power struggle for supremacy, the situation of the world in general and the law of the survival of the fittest, she would receive the advice and help offered to her by her sister country, who by sending to her one of its great statesmen, testifies to the reality and sincerity of her intentions to assist Korea to cast off the thralls of internal intrigue and become a capable and enlightened country." *Hong Kong Daily Press*, March 31, 1906.

Looking Back 50 Years.

We hear from Poiping (says the *N.C. Daily News*) that on the 11th instant, the Western Empress, the mother of the Emperor Kwang Hsu, was believed to be dying. She is represented as having the reputation of being a very able woman, and well versed in political matters. It is very likely that in this event of her decease, which would be a great loss to the anti-foreign party in the capital, the Viceroy of Chihli would be called permanently to Poiping, and there can be little doubt that such an event would tend greatly to promote the progress of Western arts, civilisation and commerce. *Hong Kong Daily Press*, March 31, 1931.

SUMMARY OF NEWS

Local.

Police Reserve orders. Page 6.
St. George's Society annual meeting. Page 6.
Kowloon Dock Co. meeting. Page 6.
The s.s. *Francina* with 300 tourists aboard arrived in the harbour yesterday. Page 7.
Dr. J. Anderson, late of Hong Kong University, has died in Shanghai. Page 7.
H.E. the Governor inspected the Hong Kong Police Force yesterday and distributed awards. Page 5.
Miss Mary Ho, daughter of Mr. and Mrs. Ho Kwong, was married yesterday to Mr. S. W. Liang. Page 7.
To-day's wireless programme. Page 3.

Sport.

Junior Cricket Notes: By "L.B.W." Page 10.
Entries for Second Extra Race Meeting. Page 10.

Latest Cables.

The Council of State at Delhi has passed the Finance Bill. Page 9.
Aviator Ford, who crashed in a snowstorm at Tatou, will continue his flight to Japan in a few days. Page 9.
The French fliers who are returning to Paris from Tokyo hopped off from Peiping for Nanking and Shanghai yesterday. Page 9.
Peggy Davis, the former Zigfield *Follies* beauty, drove her motorcar over a 500 feet cliff at Ees-Sur-Mer, leaving a note behind stating that she was tired of life. Page 9.
Mr. Scullin, Federal Premier, has announced that Australia will not default in the interest payments on Wednesday, as Counsel has advised that the Commonwealth is liable for State loans. Page 9.
The Prince of Wales received an ovation at Sao Paulo when he remarked in the course of a Chamber of Commerce banquet speech that he had some all the way to Brazil "to hole out in one." Page 9.
Ultimate motives on the part of Great Britain in the Far East in connection with the proposed separation of Burma were suggested in a resolution which was adopted by the All-India Congress yesterday. Page 9.
Trouble broke out at Multien between the Chinese and Japanese owing to the Chinese police mistaking the Japanese at practice in the railway zone to be bandits. Apologies followed, and the misunderstanding was cleared. Page 9.
Mr. R. C. Grierson, Commissioner of Tientsin Native Customs, died yesterday from pneumonia after a very short illness. Page 9.
The political differences between Mr. Stanley Baldwin and Lord Beaverbrook, which recently threatened to split the Conservative Party, have been settled. Page 9.
The Federation of British Industries, in a letter to Mr. Arthur Henderson, Secretary of State for Foreign Affairs, urges the Government to take the most energetic steps to prevent the consummation of the Austro-German Customs Agreement on the ground that it will considerably impair British interests. Page 9.

GRAND OPENING

DUAL
TALKIE EVENTS

EASTER SATURDAY

WORLD

At 2.30, 5.15, 7.15 & 9.20.

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UNITED ARTISTS PICTURE

Sports News

EASTER RACE MEETING.

ENTRIES AND HANDICAPS
FOR FIRST DAY.

AGGREGATE STAKES
ENTRIES.

The entries and handicaps for the first day of the two-day race meeting fixed for April 4 and 6 are given below. The entries for the First New Aggregate Stakes fixed for the second day are also given.

Race 1.—Roskill Stakes: One Mile.

	lbs.
Woodland Stag	170
Pegasus	155
Caulfield	140
Fritz	153
Kilrea	162
St. Moritz	155
Queen Regent	152
Wattle	165
The Raindrop	162
Evening Star	152
Moon Star	152
Floretta	155

Race 2.—Colonial Stakes: Five Furlongs.

	lbs.
Elliot Bay	152
Glencles	158
Majestic Hall	140
Apollo	140
Wingsome Stag	152
Zorhan	155
Boxing Eve	152
Crown Prince	155
Northern Prince	153
King's Bounty	153
Helman	140
Royal Flush	140
Spearmint	155
Nippy	155
Sunny Boy	140
The Wind	155

Race 3.—Commonwealth Handicap "C" Class:

	lbs.
Mongolian Stag	152
Fifty Fifty	161
The Discarded	155
Vangoose	133
Pagoda	130
Mindoro	140
Mississ	161
Leveret	161
Happy Returns	140
Awaken Lion	137
Wings	140
Morning Star	133
Orlando	152
Monk	131
One-Third	153
Duke of Brittany	161
Duke of Longchamps	134
Mount Elburz	133
Brown Eyes	101
Bronze Eyes	101
Northern Prince	101
Good Day	145
Sunny Day	142
Happy Day	130
As You Like It	150
The Lombard	135
Tay	152
Country Club	142
Britannia Hall	149
Bruswick Hall	101
The Pheasant	151
The Grouse	151
The Quail	143
The Snipe	140
Tango	151
Clondy Eve	156
Chivalrous	161
Yankos	133
Scrappit	144
Fritillery	153
Blue Boy	148
City Hall	152
Cream Cracker	145
Iron Blood	140
Bridge Hall	150
Grey Dawn	150
Edenbridge	161
Piecy	133
Peter Querny	133
Jan Stewer	152
Indestone	133
Silver Key	139
Macot	133
Thunderous Stag	101
Armony	154
Christmas Belle	161

Commonwealth Handicap "B" Class.

	lbs.
Little Beaver	140
Cyclamen Bay	161
San Francisco	154
Piccolilli	160
Fair Sport	140
Daylight Eve	150
New Year's Eve	130
Valorous	151
Young Pretender	148
Sanglion	140
Lobster Bay	140
Imperial Hall	140
Boxing Eve	147
Pickle	148
Nippy	148
Monterey Bay	145
O-Moon	154
King's Counsel	145
Majestic Hall	145
Paul Fry	151
The Gomeril	140
Chaza	153
Wingsome Stag	147
Wonderful Stag	145
Crown Prince	140

Race 5.—Easter Stakes: One Mile.

	lbs.
Fortune Bay	162
Cyclamen Bay	162
Majestic Hall	160
Apollo	155
Vandylock	152
Wonderful Stag	150
The Gomeril	150
Fair Sport	150
Daylight Eve	150
Boxing Eve	150
Valorous	150
Gray Crusader	150
Helman	150
King's Bounty	155
King's Service	150
Gold Key	150
Royal Flush	160
Christmas Chimes	145
Eros	145
Nippy	145
Morning Star	145

Commonwealth Handicap "A" Class.

	lbs.
Fortune Bay	134
Elliot Bay	145
Glencles	149
Apollo	161
Vandylock	140
Zorhan	140
Boxing Eve	147
Gray Crusader	135
Nidd	150
Jill	140
Helman	161
King's Bounty	145
King's Service	133
Gold Key	133
Royal Flush	133
Duke of Auteuil	142

Empire Handicap "B" Class.

	lbs.
Cyclamen Bay	161
Majestic Hall	145
Paul Fry	151
The Gomeril	140
Piccolilli	160
Fair Sport	140
Daylight Eve	130
New Year's Eve	130
Valorous	151
Crown Prince	140
Chaza	153
Lobster Bay	149
Eros	147
Imperial Hall	146
Pickle	142
Little Thunder	153
Nippy	140
Monterey Bay	142
O-Moon	154
King's Counsel	145
Peppercorn	134
Wonderful Stag	145

Race 6.—Union Plate: Six Furlongs.

	lbs.
The Snipe	144
Choctaw II	150
Agate	150
Bay of Bellingham II	147
Celerity	147
Sultry	147
Sultry Eve	147
Arctic Eve	147
Sunny Day	141
Summer Hall	144
Mascot	141
Groombridge	144
Loch Sloy	147
Redskins	147
Jester	144
Vangoose	144
Awaken Lion	144
Twilight	144
Silver Flare	144
Pacemaker	147
Vadio	144
The Turbot	141
Flornotta	150
Sans Souci	144
Copper Key	141
Tom Thumb	141
Acacia Leaf	147
Azules Leaf	149

Race 9.—Dominion Plate: One Mile.

	lbs.
The Quail	152
The Lombard	149
Tay	148
Agate	145
Bay of Bellingham II	145
Celerity	145
Sultry Eve	139
Arctic Eve	145
Fi-Fa	152
Good Day	140
Jan Stewer	140
Mississ	155
Happy Returns	149
Tunney	152
Duke of Brittany	149
Acacia Leaf	145
Azules Leaf	142

Empire Handicap "A" Class.

	lbs.
Sitting Bull	154
Elliot Bay	145
Glencles	145
Wonderful Stag	142
Vandylock	140
Boxing Eve	144
Gray Crusader	140
Peppercorn	140
Spey	161
Helman	161
King's Bounty	150
King's Service	133
Gold Key	133
Royal Flush	133
Christmas Chimes	133
Booslan	155

(Continued on next column.)

JUNIOR CRICKET NOTES.

CENTURY BY RECREIO PLAYER.

[By "L. B. W."]

There was only one league match on Saturday, but Recreio and University played off their fixture on Sunday and this resulted in a draw. The former now have only a very small chance of occupying second position—it all depends on whether Civil Service win their last match (I think it is against Kowloon). The undergraduates had a fairly successful week-end. On Saturday they beat Civil Service by four wickets and on the following day forced a draw with Recreio, who are perhaps the strongest all-round team in the second division.

Nomanbhoy's Bowling.

H. Nomanbhoy is doing great things with the ball these days. Following his success against Kowloon about two weeks ago when he took 7 wickets for 23 runs, he had the same number of wickets for 30 runs against Civil Service—a jolly fine piece of work indeed. He bowls a very good length medium ball with a certain amount of spin, but I should imagine he would be a great deal better if he had a higher delivery. He bats fairly well too and is one of the best all-rounders in the "Varsity" second. Civil Service Service failed dismally with the bat, their highest scorer being J. M. Wilson who had 12. I notice that he went in first with Matthews on Saturday, but with all respect to him, I should hardly imagine he was an opening batsman. I see Kelly was playing again and it would appear that he is now a permanent second eleven man. He sends down a fairly decent ball now and again but his trouble with him is that he has yet to learn how to control his deliveries as he has a habit of pegging them at or outside leg-stump.

Remedios' Century.

In the Recreio-University match, F. J. Remedios distinguished himself by knocking up a century—101 runs to be exact. The University won the toss and put the Portuguese bats in; they started disastrously, losing two wickets for a run. Then H. A. Alves (55) and Remedios (101) put on 163 for the third wicket—a record, I think, for local cricket. In any case I am pretty sure it is a record for second division cricket. Recreio then declared at 173 for 4 wickets down. The University replied with 130 for 5 wickets, failing light preventing the game being played to a finish. For the undergraduates Francis Zimmerman made 55 runs while K. T. Loke had 24. C. M. Souza did extremely well with the ball for Recreio, returning the splendid analysis of 5 for 21. The corrected position of the teams are:

	P.	W.	D.	L.	Ts.
I.R.C.	10	9	0	1	27
C.S.C.C.	9	6	2	1	30
Recreio	9	5	2	1	19
H.K.C.C.	9	3	1	3	16
University	9	4	3	2	13
Kowloon	9	4	1	3	13
Police	9	2	2	5	9
R.A.S.C.	9	2	1	6	7
C.C.C.	8	1	3	4	6
R.C.S.	8	1	0	7	3
R.E.	6	0	0	6	0

* Played a tie.

Commonwealth Handicap "D" Class.

	lbs.
Heretofore	157
Agate	151
Bay of Bellingham II	151
Celerity	145
Sultry Eve	143
Arctic Eve	133
Morvanacher	157
Summer Hall	133
Nonchal	101
Ploughman	151
Groombridge	153
Loch Sloy	150
Redskins	157
Jester	151
Happy Choice	155
Twilight	139
Silver Flare	133
Choctaw II	149
Vadio	145
The Turbot	143
Flornotta	133
Sans Souci	143
Tom Thumb	143
Zephyr	160

Aggregate Stakes (Second Day): Six Furlongs.

	lbs.
Glencles	169
Cyclamen Bay	148
Elliot Bay	155
Fortune Bay	140
Majestic Hall	140
Apollo	140
Vandylock	153
Zorhan	153
Boxing Eve	148
Valorous	148
Helman	153
King's Bounty	153
King's Service	153
Gold Key	145
Eros	151
Imperial Hall	140
Nippy	149

H.K.C.C. TENNIS TOURNAMENT.

HONDA BEATEN.

E. C. FINCHER TRIUMPHS.

E. C. Fincher scored a great personal triumph, and incidentally gained his greatest success of his career, when he beat Honda yesterday in the fifth round of the Open Singles Championship of the Colony. The tie attracted a large crowd, who saw the Kowloon aspirant doing the trick by the odd set, the final scores being 3-0, 6-1, 6-1 in his favour. Fincher, who has thus reversed the decision against him last year when he lost to Honda in the Final by 3-1 sets, now enters the semi-final to meet the winner of the tie M. W. Lo v. A. L. Sullivan.

Yesterday's match did not produce play of a high standard. Both appeared pretty restrained, taking few risks and contenting themselves by collecting points on each other's errors. Fincher started shakily, but played himself in, so that when he brought the score to 3-0 in the first set, he appeared able to control Honda. The latter, however, asserted himself at this stage, and by cleverly mixing his shots round the court he steadily outplayed Fincher to win the first set. That proved to be the turning point of the match. Fincher excelled from this stage onwards, and never gave the impression of falling off. He matched Honda at long rallies from the baseline, but worried the Japanese by repeatedly sending over chop-shots, which the latter found difficult in returning. Fincher also showed up to advantage at driving whenever he received a short length ball. Under attack, Honda fell off, playing feebly and continually making errors, sending many balls into the net and failing to control his shots when he hit hard. Fincher is to be congratulated on his fine performance in eliminating last year's champion, and his progress will be watched with interest.

In the other match in the same event, L. Goldman beat G. Lai (Continued on next column.)

LOCAL FOOTBALL.

UNITED SERVICES COMPETITIONS.

The final games in the United Services football competitions will be played on the Sookunpo ground on Thursday. They are:—

Juniors:—Kick off 3 p.m.
H.M.S. Bridgwater v. H.M.S. Bruce.
Seniors:—Kick off 4.40 p.m.
H.M.S. Hermes v. H.M.S. Medway.

WORLD'S BIGGEST RACING PRIZE.

MIKE HALL WINS G.\$101,000.

Agua Caliente, Mexico, March 22.—Mike Hall, one of the outstanding horses of the 1931 racing season, to-day won the Agua Caliente handicap. For his victory, Mike Hall wins the world's richest turf prize, a purse of G.\$101,000. The horse is owned by Mr. Robert Eastman.

The Choctaw ran second, while third place went to Plucky Play.

Runners in straight sets, 6-2, 6-3, and now meets H. N. Chau in the fourth round, the winner meeting C. A. L. Rumbaba.

Sullivan entered the semi-final of the Club Championship by beating H. Owen Hughes 6-2, 6-3. He now meets R. H. Wild.

In the Handicap Singles "A," A. B. Raworth (owe 4/6) beat W. M. Barton (rec. 3/6) 6-7, 6-2, 7-5.

TODAY'S MATCHES.

Open Doubles.
A. L. Sullivan and L. Goldman v. Y. Segalen and Zimmerman.

Ho Ka Lau and Yew Man Kit v. Lee Woon Toi and Lee Wai Tsai.

Handicap Doubles.
Robinson and De Linde (owe 4/6) v. Bowker and Gordon (scr.).

Prior and Brooks (rec. 15) v. S. E. Green and D. S. Green (owe 15).

Keyserling and Jensen (scr.) v. Colman and Tufton (owe 4/6).

Wood and Lennex (owe 4/6) v. Ferguson and Wilson (owe 4/6).

RINGWOLF OF NATURN ARM Baby Resat Night. Healed hicura.

"My baby had been on his arm which irritated it. After about a week it formed a sort of a skin on a six-penny piece, spreading until it became a ring of a half a crown, practically his arm below the elbow. It was very nature and irritated so much child tried to scratch it and with a night. "I read an advice for Cuticura Ointment so purpose. In about a week it was said in about a fortnight he was (Signed) Mrs. F. Catchpole, 5, Rd., Muley, Plymouth, Eng., 1930. For all purposes and bath, Cuticura Soap and Cuticura are excellent. Sample each Soap and Cuticura free upon request from Cuticura & Company, Ltd., P.O. Box 100, London, W.C.2. Sold Everywhere.

OVERLOADING FAILS. LEGAL MEANS WORD "AI"

Before Hon. Mr. G. F. Hole yesterday in H. W. Lawton, Master of the Taming Taming was "washed" for allowing his ship to be loaded at 4.40 p.m. on Mat the Tai Ring Wharf.

Mr. G. K. Hoon appeared for Capt. L. M. A. G. Cooke was for location. In his evidence Cooke stated that he boarded Taming at about 4.40 p.m. March 24. He examined the vessel and found that to be submerged six inches port side and four inches starboard side, the draught being eight feet for eight feet 10 inches aft.

Cross-examined, Mr. Hoon, witness that there was a lighted Taming when he boarded. The Taming due to leave until 6 p.m. she was discharging cargo lighter. He saw the Tai about 4 p.m. and she was ready beyond her marks, was discharging cargo lighter, the skipper, whom that (the skipper) was the ship down to her marks.

At this stage, Mr. Hoon said he could not see the case to go any further to the evidence of location, Capt. Lawton was his best to rectify the state of affairs, and could not have "allowed" to be overloaded. The case was dismissed.



NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.
STEAMER "KIDDEBPORE."

ARRIVED HONG KONG ON
30TH MARCH, 1931.
FROM BOMBAY, COLOMBO
AND STRAITS.

CONSIGNEES OF Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf, B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 3 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 15th April, 1931, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 30th March, 1931. [540]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "BURGHLEND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd April, 1931, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 2nd April, 1931, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 15th April, 1931, or they will not be recognized.

No Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JESSEN & CO., Agents.

Hong Kong, 28th March, 1931. [542]

SERVICES CONTRACTUALS DES
MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

MS. "FELIX ROUSSEL."

ARRIVED HONG KONG ON
MONDAY, THE 30TH MARCH, 1931.

FROM MARSEILLES, etc.

CONSIGNEES OF Cargo by the above-named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Underwriter before Wednesday, the 8th April, 1931, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Monday, the 6th April, 1931.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hong Kong, 20th March, 1931. [541]

NOTICE TO CONSIGNEES.

"ELBERMAN" LINE.

FROM
DUNKIRK, ANTWERP, BREMEN,
HAMBURG, ROTTERDAM AND
MARSEILLES.

THE Steamship "CITY OF ATHENS" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, where Delivery may be obtained.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th April, 1931, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 15th April, 1931, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th, 11th or 12th April, 1931, between the hours of 10 a.m. and 4 p.m., within the Free Storage period of One Week.

No Insurance will be effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., Agents.

Hong Kong, 20th March, 1931. [543]

FATAL LANDSLIDE.

SEQUEL TO RECENT
ACCIDENT.

The inquest was held yesterday by Mr. E. W. Hamilton at the Kowloon Police Court, on Wong Lee, a Chinese coolie, who, with six other Chinese, was killed as the result of a landslide, which occurred in a trench at Kowloon By-Wash Reservoir on March 9. Dr. Kenneth Uttley, giving medical evidence, said that he examined the body of the Chinese coolie, and found that his death was due to asphyxia.

Li Chong, constructional engineer in charge of Kowloon By-Wash Reservoir, said the accident occurred in a trench which had been opened about a month before. The sides of the trench had been reinforced with boards and poles in order to prevent a collapse. The cause of the accident was because the weather had been very foggy at the time, the earth had become loosened, and suddenly slid. There were eleven men working in the trench at the time. Seven men were killed.

Mr. C. W. A. Bishop, Engineer in the P.W.D., said that the position of the trench was quite satisfactory. There seemed to have been a plane of cleavage behind a piece of earth, which they thought perfectly sound. The accident was unavoidable.

The jury brought in a verdict of accidental death.

AMOY PRESENTATION.

"BOB" HARE RETIRES FROM
C.M.S.

On the occasion of his retirement from the Chinese Maritime Customs after thirty-three years' service, Mr. Robert Hare, Inspector of Lights, Southern Section of the China Coast, was presented on March 25, in the Customs Club, Kulangsu, with a handsome gold watch and a clock subscribed for by numerous friends in the Service both in Amoy and Shanghai as well as the light-keepers attached to the Southern Section, China Coast.

Mr. C. N. Holwill, Commissioner of Customs, on making the presentation, said that it gave him great pleasure to preside at such a gathering, and on behalf of the staff in Amoy and subscribers elsewhere he wished Mr. Hare many years of happy retirement and good health to enjoy it. Mr. Hare, he continued to say, had had a career in the Service of which he might well be proud. He was a man of sterling worth, genial under all conditions and exceedingly popular with those with whom he came into contact. In the past Mr. Hare had worked on lonely islands constructing lighthouses along the lengthy coast of China, and he could say with pride that such fine lighthouses as at Chiling Point and Tungyung Island were built under his supervision.

Many other constructional undertakings on the China Coast had been carried out with success by Mr. Hare so it could be said that no man in the Service was better known from Pakhoi to Newchwang than genial "Bob" Hare.

Mr. Hare suitably replied and mentioned that it was his intention to reside permanently in Kulangsu.

NEW FRENCH MAIL BOAT.

THE "FELIX ROUSSEL" IN
HARBOUR.

The m.v. Felix Roussel, the third Messageries Maritimes liner propelled by Diesel Sulzer motors, arrived in port yesterday. She is on her maiden voyage to the Far East and has been named after the late Chairman of the Company.

The vessel is one of the most luxurious and up-to-date liners now afloat and is one of the best in the Far Eastern run as regards comfort offered to passengers, fastidious decoration, etc.

The displacement when loaded is 20,945 tons on a draft of 27'11". The ship measures 665 feet in length overall by 70 feet in breadth.

There is accommodation for 106 "de-luxe" and 1st class, 113 second class, 60 third class and 670 between deck passengers.

Special mention must be made of the several first class cabins provided with private outside verandahs, while some of them also have shower baths attached.

The second class accommodation consists of 19 two-berthed cabins all fitted with port holes while in the third class, nine cabins only are situated inside; the remaining 21 all have port holes.

A feature of this new liner is the permanent swimming pool. Other attractions are deck tennis courts and ping-pong tables. In addition to all other sports usually found on board the latest liners.

ARRIVALS.

March 29.

Calchas, British str., 6,313 tons, Capt. J. J. Power, from Singapore, Holt's Wharf.—B. & S.
Chennai, British str., 1,355 tons, Capt. J. Newton, from Swatow, buoy No. B14.—B. & S.
Chipsing, British str., 1,100 tons, Capt. D. Pollock, from Canton, buoy No. B22.—J. M. & Co.
Golden River, American str., 3,917 tons, Capt. J. W. Gilman, from Cebu, buoy No. A7.—States S.S. Co.
Haildor, Norwegian str., 840 tons, Capt. J. Hansen, from Bangkok, buoy No. C6.—Thoresen & Co.
Hiran, Norwegian str., 1,100 tons, Capt. E. Hannevig, from Swatow, buoy No. B3.—Thoresen & Co.
Nanning, British str., 1,480 tons, Capt. C. Carrington, from Canton, Taikoo Dock.—B. & S.
Promiss, Norwegian str., 737 tons, Capt. E. Winnes, from Bangkok, buoy No. C1.—K. Larsen & Co.
Shyoin Maru, Japanese str., 3,365 tons, Capt. S. Sakai, from Wakamatsu, Yaumati Anchorage.—M.S.K.
St. Albans, British str., 2,538 tons, Capt. F. R. Miller, from Moji, Cosmopolitan Dock.—M. M. & Co.
Tahche, British str., 4,055 tons, Capt. E. R. Jowsey, from San Pedro, Laichikok Anchorage.—Standard Oil Co.
Tjikembang, Dutch str., 5,096 tons, Capt. P. Abbo, from Amoy, buoy No. A4.—J.C.J.L.
Tjimanok, Dutch str., 3,590 tons, Capt. J. Adriance, from Mun-tok, buoy No. A2.—J.C.J.L.
Teinan, British str., 2,100 tons, Capt. W. Shaw, from Amoy, buoy No. B16.—B. & S.
March 30.
Bellingham, American str., 3,720 tons, Capt. W. H. Brust, from Kobe, buoy No. A8.—States S.S. Co.
Chungkong, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. B10.—Yau Lee & Co.
City of Athens, British str., 4,187 tons, Capt. J. Power, from Singapore, Holt's Wharf.—Bank Line.
Felix Roussel, French str., 21,000 tons, Capt. Clarice, from Manila, Kowloon Wharf.—M.M.
Francenia, British str., 20,000 tons, Capt. R. Irving, from Manila, Kowloon Wharf.—B. & S.
Huichow, British str., 1,922 tons, Capt. E. M. Gellie, from Weihaiwei, buoy No. B12.—B. & S.
Kaying, British str., 1,572 tons, Capt. J. D. Fraser, from Swatow, buoy No. B14.—B. & S.
Kidderpore, British str., 3,263 tons, Capt. C. S. D. Wright, from Singapore, buoy No. A5.—M. M. & Co.
Kwangtung, British str., 1,373 tons, Capt. A. F. Summerfield, from Canton, buoy No. B10.—B. & S.
Menado Maru, Japanese str., 1,295 tons, Capt. T. Kawamata, from Haiphong, O.S.K. Wharf.—O.S.K.
Pleidoin, British str., 3,409 tons, Capt. W. E. Dolton, from Balikpapan, North Point Wharf.—A.P.C.
Pres. Jackson, American str., 14,123 tons, Capt. John Griffith, from Manila, Kowloon Wharf.—Dollar S.S. Lines, Inc., Ltd.
Saka Maru, Japanese str., 3,380 tons, Capt. Fujinaga, from Miike, buoy No. A12.—Y.K.K.
Szechuen, British str., 1,694 tons, Capt. C. E. Fisher, from Canton, buoy No. B9.—B. & S.
Teian, British str., 1,351 tons, Capt. J. Pringle, from Dalny, buoy No. B18.—B. & S.
Tensan Maru, Japanese str., 1,589 tons, Capt. K. Kajikawa, from Canton, buoy No. B23.—D.K.K.
Yusa Sang, British str., 3,220 tons, Capt. W. J. Pettigrew, from Calcutta via Singapore, Kowloon Wharf.—J. M. & Co.

CLEARANCES.

March 30.

Bellingham, for Manila.
Calchas, for Shanghai.
Chennai, for Canton.
Diana Doller, for Manila.
Felix Roussel, for Shanghai.
Golden River, for San Francisco.
Hirundo, for Swatow.
Hydrango, for Swatow.
Kidderpore, for Shanghai.
Kwangtung, for Swatow.
Negato Maru, for Shanghai.
Nanning, for Foochow.
Pres. Jackson, for Shanghai.
Song Bo, for K. O. Wan.
Szechuen, for Swatow.
Teian, for Canton.
Tensan Maru, for Dairen.
Telsman Maru, for Keelung.
Tjikembang, for Manila.
Teinan, for Canton.
Yuen Sang, for Amoy.

ADVERTISED SAILINGS FROM HONG KONG

ALEXANDRIA.

Pres. Polk, Dollar, April 5.
Pres. Adams, Dollar, April 10.

AMOI.

Yuensang, Jardine's, March 31.
Haining, Douglas, March 31.
Tjimanok, J.C.J.L., April 1.
Teinan, B. & S., April 1.
Haining, Douglas, April 3.
Tjimanok, J.C.J.L., April 3.
Anhui, B. & S., April 5.
Haiching, Douglas, April 7.
Taiyuan, B. & S., April 8.
Takada, B.I., April 11.
Kumsang, Jardine's, April 17.
Sirdhana, B.I., April 24.
Suisang, Jardine's, April 25.

ANTWERP.

Annem, Mannen, April 3.
Fushimi Maru, N.Y.K., April 4.
Karmala, P. & O., April 11.
Selandia, Mannen's, April 16.
Hakozaki Maru, N.Y.K., April 18.

AUSTRALIAN PORTS.

St. Albans, E. & A., April 1.
Changie, B. & S., April 21.
Kamo Maru, N.Y.K., April 25.

BALTIC PORTS.

Annem, Mannen, April 3.
Selandia, Mannen's, April 16.

BALTIMORE.

Taybank, Bank, April 7.

BAKOK.

Kaying, B. & S., April 5.

BARCELONA.

Coblentz, Melchers, April 4.
Burgeland, Jensen, April 25.

BELAWAN-DELL.

Cremor, J.C.J.L., April 9.

BOMBAY.

Tokushima Maru, N.Y.K., March 31.
Mirzapore, P. & O., April 8.
Tango Maru, N.Y.K., April 11.
Hilda, Dodwell's, April 12.
Pilana, Dodwell's, April 13.
Tottori Maru, N.Y.K., April 27.

BOSTON.

Toba Maru, N.Y.K., March 31.
Pres. Polk, Dollar, April 5.
Taybank, Bank, April 7.
Jenances, Prince, Furness, April 9.
Lisboa Maru, N.Y.K., April 13.
Pres. Adams, Dollar, April 19.
Chinese Prince, Furness, April 21.

BREMEN.

Coblentz, Melchers, April 4.
Franken, Melchers, April 25.

BRINDISI.

Hilda, Dodwell's, April 12.
Pilana, Dodwell's, April 13.

CALCUTTA.

Santhia, B.I., April 4.
Kutang, Jardine's, April 7.
Malacca Maru, N.Y.K., April 8.
Muroan Maru, N.Y.K., April 18.
Talma, B.I., April 18.
Yuensang, Jardine's, April 20.

CASABLANCA.

Autolytus, B.F., April 1.
Perseus, B.F., April 25.

CHEFOO.

Huichow, B. & S., April 2.
Kueichow, B. & S., April 21.

COLOMBO.

Tokushima Maru, N.Y.K., March 31.
Fushimi Maru, N.Y.K., April 4.
Pres. Polk, Dollar, April 5.
Carnarvonshire Jardine's, April 8.
Mirzapore, P. & O., April 8.
Karmala, P. & O., April 11.
Tango Maru, N.Y.K., April 11.
Hilda, Dodwell's, April 12.
Pilana, Dodwell's, April 13.
Hector, B.F., April 15.
Hakozaki Maru, N.Y.K., April 18.
Pilana, Dodwell's, April 19.
Pres. Adams, Dollar, April 19.
Anchises, B.F., April 21.
Glenuce, Jardine's, April 25.
Rajputana, P. & O., April 25.
Tottori Maru, N.Y.K., April 27.
Felix Roussel, M.M., April 28.

COPENHAGEN.

Annem, Mannen, April 3.
Selandia, Mannen's, April 16.

DALNY.

Chennai, B. & S., April 1.
Teian, B. & S., April 6.
Anchises, B.F., April 7.
Linan, B. & S., April 13.

DUTCH PORTS.

Kulmerland, Jensen, March 31.
Autolytus, B.F., April 1.
Oregon Star, Dodwell's, April 2.
Annem, Mannen, April 3.
Coblentz, Melchers, April 4.
Fushimi Maru, N.Y.K., April 4.
Carnarvonshire Jardine's, April 8.
Formosa, Gilman's, April 10.
Karmala, P. & O., April 11.
Hilda, Dodwell's, April 12.
Hector, B.F., April 15.
City of Khios, Bank, April 16.
Hakozaki Maru, N.Y.K., April 18.
Pilana, Dodwell's, April 19.
Anchises, B.F., April 21.
Glenuce, Jardine's, April 25.
Rajputana, P. & O., April 25.
Perseus, B.F., April 28.

LOS ANGELES.

Pres. Jackson, A.M.L., March 31.
Pres. McKinley, A.M.L., April 14.
Becky Maru, N.Y.K., April 22.
Pres. Grant, A.M.L., April 23.

FOOCHOW.

Haining, Douglas, March 31.
Haiyang, Douglas, April 3.
Huichow, B. & S., April 3.
Teian, B. & S., April 6.
Haiching, Douglas, April 7.
Chongching, Jardine's, April 12.

GENOA.

Kulmerland, Jensen, March 31.
Coblentz, Melchers, April 4.
Pres. Polk, Dollar, April 5.
Formosa, Gilman's, April 10.
Hilda, Dodwell's, April 12.
Lima Maru, N.Y.K., April 13.
Oldenburg, Jensen, April 13.
Pilana, Dodwell's, April 19.
Pres. Adams, Dollar, April 19.
Teian, B. & S., April 20.
Burgeland, Jensen, April 25.

GLASGOW.

Autolytus, B.F., April 1.
Hector, B.F., April 15.
Teian, B. & S., April 20.

GOTHENBURG.

Formosa, Gilman's, April 10.

HAIPHONG AND HOIHOW.

Kingyuan, B. & S., April 10.
Kueichow, B. & S., April 24.

HAMBURG.

Kulmerland, Jensen, March 31.
Autolytus, B.F., April 1.
Oregon Star, Dodwell's, April 2.
Annem, Mannen, April 3.
Coblentz, Melchers, April 4.
Carnarvonshire Jardine's, April 8.
Formosa, Gilman's, April 10.
Oldenburg, Jensen, April 13.
City of Khios, Bank, April 16.
Selandia, Mannen's, April 16.
Anchises, B.F., April 21.
Burgeland, Jensen, April 25.
Franken, Melchers, April 25.
Glenuce, Jardine's, April 25.
Perseus, B.F., April 28.

HAVRE.

City of Khios, Bank, April 10.
Teian, B. & S., April 20.

HONOLULU.

Asami Maru, N.Y.K., April 1.
Shinyo Maru, N.Y.K., April 14.
Bokuyo Maru, N.Y.K., April 22.

JAPAN PORTS.

Nanking, Gilman's, March 31.
Yuensang, Jardine's, March 31.
Asami Maru, N.Y.K., April 1.
Emp. of Japan, C.P.S., April 1.
Wakasa Maru, N.Y.K., April 1.
Hakusan Maru, N.Y.K., April 3.
Rembrokehire, Jardine's, April 4.
Col. di Lana, Dodwell's, April 6.
Nellore, E. & A., April 6.
Pilana, Dodwell's, April 7.
Ixon, B.F., April 9.
Emp. of Asia, C.P.S., April 10.
Kalyan, P. & O., April 10.
Takada, B.I., April 11.
Alster, Melchers, April 12.
Agammon, B.F., April 13.
General Metzing, M.M., April 13.
Ionic Star, B.F., April 14.
Shinyo Maru, N.Y.K., April 14.
Vogtland, Jensen, April 15.
Burdwan, P. & O., April 17.
Haruna Maru, N.Y.K., April 17.
Kumsang, Jardine's, April 17.
Trave, Melchers, April 17.
Eipenor, B.F., April 19.
Mennon, B.F., April 20.
Heian Maru, N.Y.K., April 21.
Bokuyo Maru, N.Y.K., April 22.
Comorin, P. & O., April 24.
Glenuce, Jardine's, April 24.
Sirdhana, B.I., April 24.
Emp. of Canada, C.P.S., April 25.
Suisang, Jardine's, April 25.
Duisburg, Jensen, April 25.
Achilles, B.F., April 27.
Sphinx, M.M., April 27.

KALCUTTA.

Santhia, B.I., April 4.
Kutang, Jardine's, April 7.
Malacca Maru, N.Y.K., April 8.
Muroan Maru, N.Y.K., April 18.
Talma, B.I., April 18.
Yuensang, Jardine's, April 20.

KASABLANCA.

Autolytus, B.F., April 1.
Perseus, B.F., April 25.

KUEICHOW.

Huichow, B. & S., April 2.
Kueichow, B. & S., April 21.

KOLKATA.

Tokushima Maru, N.Y.K., March 31.
Fushimi Maru, N.Y.K., April 4.
Pres. Polk, Dollar, April 5.
Carnarvonshire Jardine's, April 8.
Mirzapore, P. & O., April 8.
Karmala, P. & O., April 11.
Tango Maru, N.Y.K., April 11.
Hilda, Dodwell's, April 12.
Pilana, Dodwell's, April 13.
Hector, B.F., April 15.
Hakozaki Maru, N.Y.K., April 18.
Pilana, Dodwell's, April 19.
Pres. Adams, Dollar, April 19.
Anchises, B.F., April 21.
Glenuce, Jardine's, April 25.
Rajputana, P. & O., April 25.
Tottori Maru, N.Y.K., April 27.
Felix Roussel, M.M., April 28.

KOWLOON.

Malacca Maru, N.Y.K., April 8.
Muroan Maru, N.Y.K., April 18.

KUEICHOW.

Huichow, B. & S., April 2.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 2.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 2.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 2.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 2.
Kueichow, B. & S., April 21.

KUEICHOW.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 31st Mar.	8 a.m.
AMOI & SHANGHAI	"TSINAN"	On 1st Apr.	5 p.m.
SWATOW, SHANGHAI & DALY	"CHENAN"	On 1st Apr.	5 p.m.
FOOCHOW, WEIHAIWEI			
SWATOW & TIENTSIN	"HUICHOW"	On 3rd Apr.	4 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 5th Apr.	6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 5th Apr.	9 a.m.
SWATOW & HANGKOW	"KAYING"	On 5th Apr.	Noon
FOOCHOW, SHANGHAI			
NEWCHANG & DALY	"TEAN"	On 6th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 7th Apr.	9 a.m.
AMOI & SHANGHAI	"TAIYUAN"	On 8th Apr.	5 p.m.
SWATOW & SHANGHAI	"KIUNGCHOW"	On 10th Apr.	Noon
HONGKOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 10th Apr.	Noon
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 12th Apr.	9 a.m.
SANTUNG, SHANGHAI			
NEWCHANG & DALY	"LINAN"	On 13th Apr.	5 p.m.
SWATOW, WEIHAIWEI, CHEFOO	"KUEICHOW"	On 21st Apr.	8 a.m.
& TIENTSIN	"KIUNGCHOW"	On 24th Apr.	Noon

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LONDON (via Australia) from 2136-15-0.

STEAMER	Days Hong Kong	Days Hong Kong	Days Hong Kong	Days Hong Kong
CHANGTE	14th Apr.	21st Apr.	24th Apr.	10th May
TAIPING	15th May	18th May	22nd May	7th June
CHANGTE	12th June	16th June	23rd June	8th July
TAIPING	10th July	17th July	20th July	6th Aug.

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M.S. "Annam"	—	3rd April
M.S. "Selandia"	—	18th April
M.S. "Danmark"	6th April	5th May
M.S. "Asia"	28th April	28th May
M.S. "Java"	28th May	28th June

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CHINESE PRINCE	April 21st
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ROYAL OBSERVATORY'S DAILY WEATHER REPORT

MARCH 29, 1931.										MARCH 30, 1931.									
STATION	TIME OF OBSERVATION	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND DIRECTION	WIND FORCE (Knots)	WIND SPEED (Miles per hour)	WIND SPEED (Knots)	WIND SPEED (Miles per hour)	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND DIRECTION	WIND FORCE (Knots)	WIND SPEED (Miles per hour)	WIND SPEED (Knots)	WIND SPEED (Miles per hour)		
		Inches	Millibars							Inches	Millibars								
Wladivostok...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nemuro	11	29.89	758.5	...	W	1	4	...	...	5.	29.84	758.0	...	...	ENE	3	1	...
Hakodate	...	30.12	765.0	...	W	1	4	...	...	...	29.78	756.5	...	...	SW	1	0	...
Tokio	...	30.24	768.0	...	W	1	1	...	...	...	30.18	766.5	...	...	...	...	...	...
Kochi	...	30.22	769.0	...	SE	1	2	...	...	...	30.24	768.0	...	...	W	1	4	...
Nagasaki	...	30.30	769.2	...	ESE	1	2	...	...	...	30.10	764.5	...	...	ENE	1	1	...
Kagoshima	...	30.28	769.0	...	NE	1	0	...	...	...	30.10	764.5	...	...	ENE	1	2	...
Oshima	...	30.20	767.0	...	SE	1	2	...	...	...	29.98	761.5	...	...	SSE	1	2	...
Naha	...	30.16	766.0	...	ENE	1	2	...	...	...	29.96	761.0	...	...	SE	1	2	...
Ishigakijima	...	30.08	764.0	...	SE	1	2	...	...	...	29.94	760.5	...	...	SSE	1	2	...
Bonin Island	...	30.18	766.5	...	N	1	1	...	...	...	30.22	762.5	...	...	...	...	...	...
Chefoo	15	29.94	760.5	69	SW	4	1	o	6	6	30.01	762.2	50	3	NNW	2	0	b	
Shanghai	14	30.10	764.5	58	SE	4	1	o	6	...	29.99	761.8	52	4	NNW	2	0	b	
Gutzlaff	...	30.22	767.8	52	SE	4	2	o	6	...	30.11	764.8	52	...	W	2	0	f	
Wenchow	...	30.10	764.5	54	NNW	2	2	r	6	7	...	...	...	...	...	...	...	...
Foochow	...	30.01	762.2	58	NE	2	2	o	6	...	29.95	760.7	58	4	NNW	2	r	...	
Amoy	...	...	...	...	...	...	...	...	6	...	30.02	762.5	60	4	SE	4	r	...
Swatow	...	29.95	760.7	65	...	...	...	...	...	...	29.97	761.2	61	...	...	...	...	...
Taihou	11	30.09	764.2	63	NNW	2	2	o	5	...	29.98	761.5	68	...	...	...	...	...
Taihu	...	30.06	763.9	68	NNW	2	2	bc	...	...	29.94	760.4	67	...	N	2	0	...
Tainan	...	30.02	762.5	81	NW	2	2	bc	...	...	29.90	759.5	74	...	...	...	...	...
Koshun	...	30.00	762.0	81	NNE	2	2	bc	...	...	29.90	759.5	74	...	...	...	...	...
Pescadores	...	30.06	763.4	68	NNE	4	4	o	...	...	29.96	760.9	68	...	N	2	0	...
Hong Kong	14	29.98	761.5	66	E	5	5	o	6	...	29.94	760.5	66	0	E	2	0	...	
Gap Rock	...	29.67	761.2	68	ENE	5	5	o	6	...	29.93	760.2	69	7	E	4	0	...	
Macao	...	29.97	761.2	74	SE	4	4	o	...	...	29.95	759.4	59	4	SE	2	0	...
Hoikow	...	30.00	762.0	76	SE	3	3	o	6	...	29.92	760.0	74	0	NNE	4	0	...	
Pratas Island	...	29.94	760.6	77	NE	4	4	o	7	...	29.90	759.5	70	1	ENE	4	0	d	
Philips	15	29.86	758.4	72	ESE	4	4	p	7	...	29.88	758.5	74	8	ENE	2	0	b	
Tourane	...	29.54	767.9	85	SE	8	8	bc	...	...	29.68	768.5	79	8	ENE	6	0	b
Cape St. James	14	29.83	767.7	86	SE	6	6	bc	...	...	29.86	768.5	79	8	SE	4	0	b
Basco	...	29.90	769.4	81	SE	4	4	o	6	...	29.88	768.8	77	6	SE	4	0	b	
Aparri	14	29.83	757.6	88	NNE	4	4	o	6	...	29.87	768.6	76	6	S	2	0	b	
Tuguegarao	...	29.78	765.4	94	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vigan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Manila	...	29.80	757.0	94	SE	4	4	bc	...	...	29.84	757.9	76	6	...	...	...	...
Legaspi	...	29.83	757.6	88	ENE	4	4	bc	...	...	29.88	768.2	79	6	NE	2	0	...
Calbayog	...	29.80	767.0	77	NE	2	2	bc	...	...	...	...	...	...	...	...	...	...
Tacloban	...	29.78	756.5	86	SE	4	4	bc	...	...	29.88	758.9	77	6	N	2	0	...
Iloilo	...	29.81	757.2	81	NE	4	4	bc	...	...	...	...	...	...	...	...	...	...
Cebu	...	29.78	766.4	88	NE	4	4	bc	...	...	29.87	768.6	76	4	...	...	...	...
Surigao	...	29.80	757.0	88	ESE	4	4	bc	...	...	29.97	761.2	74	...	ENE	3	0	b
Saipan	11.00	29.97	768.8	...	E	4	4	bc	4.22	...	29.91	769.7	...	8	NE	4	0	b	
Guam	12.22	29.97	768.8	...	E	4	4	bc	...	...	29.90	769.4	...	6	NE	2	0	b
Yap	11.00	29.93	757.7	...	ENE	4	4	bc	...	...	29.88	758.5	80	...	ENE	2	0	b
Palau	...	...	...	...	...	...	...	...	...	...	29.82	757.4	81	1	S	8	0	b
Iabuan	14	29.80	766.9	90	N	4	4	bc	...	...	...	...	...	...	...	...	...	...

March 30d 10A. 39m.—The anticyclone has weakened. It is central to the South of Tokyo.
Pressure conditions over China are uncertain.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 4.05 inches, against an average of 5.98 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MARCH 31.

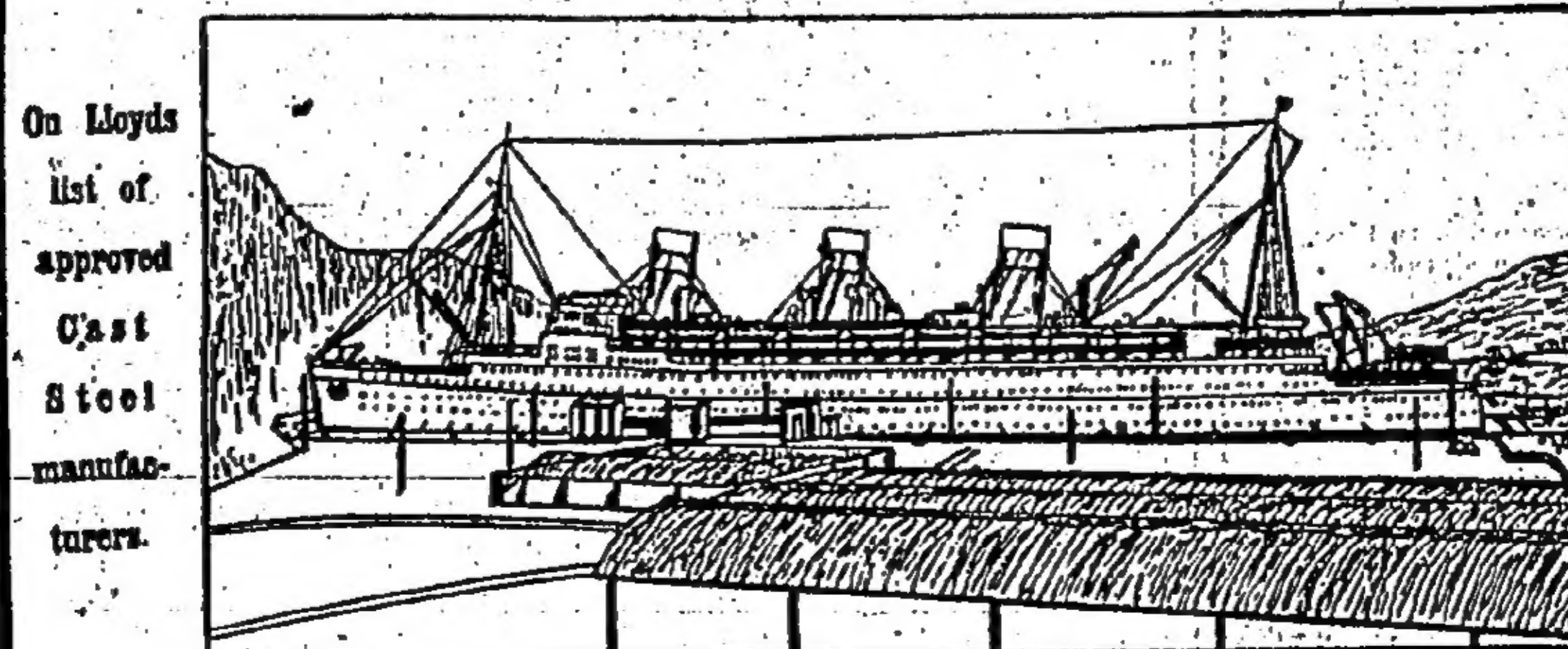
- 1.—Formosa Channel. Light variable winds, fog.
- 2.—South coast of China between Hong Kong and Lemoons. E. or variable winds, moderate to light; generally fair, fog later.
- 3.—Hong Kong to Gap Rock.
- 4.—South coast of China between Hong Kong and Hainan.

E. F. CLAYTON, Director.

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Codes Used.—A1, A.B.C. Fifth Edition: Engineering, First and Second Edition.
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INDO-CHINA STEAM NAVIGATION COMPANY LIMITED

SAILINGS SUBJECT TO ALTER

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "KWAISANG" "HANGSANG" "WAISHING"	Wed. Apr. at 7 a.m. Sun. Apr. at 7 a.m. Wed. Apr. at 7 a.m. Sun. Apr. at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" "YUENSANG" "KUMSANG"	Tue. Apr. at 3 p.m. Mon. Apr. at 3 p.m. Fri. May, at 3 p.m.
OSAKA via AMOI, SHAI, MOJI & KOBE	"KUMSANG"	Fri. Apr. at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"SUISANG" "HOSANG"	Sat. Apr. at 7 a.m. Wed. May, at 7 a.m.
SANDAKAN	"MAUSANG" "HINSANG"	Wed. Apr. at Noon Sat. Apr. at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHEONGSHING" "CHIPSING"	Sun. Apr. at 7 a.m. Sun. Apr. at 7 a.m.

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FARE: HONG KONG TO LONDON
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Motor Vessel "GLENLUCE" ... 25
Steamship "GLENIFFER" ... 30

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK

Steamship "PEMBROKESHIRE" ... 40
Steamship "GLENIFFER" ... 24
Motor Vessel "GLENNOLE" ... 80
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Freight	S.S. "Franken"	...	departing Apr.
Pass.	S.S. "FULDA"	...	departing May
Freight	S.S. "Trave"	...	departing May
Pass.	S.S. "TRIER"	...	departing May
Freight	S.S. "Oder"	...	departing June

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NEXT ARRIVALS FROM EUROPE:

SAILINGS TO SHANGHAI & N. CHINA (via Germany)
N. CHINA & J. Freight etc.

Pass.	S.S. "FULDA"	...	due Hong Kong
Freight	S.S. "Alster"	...	due Hong Kong
Freight	S.S. "Trave"	...	due Hong Kong
Pass.	S.S. "TRIER"	...	due Hong Kong
Freight	S.S. "Mosel"	...	due Hong Kong
Pass.	S.S. "DEFFLINGER"	...	due Hong Kong

HONG KONG—NEW GUINIA

Next sailing to RABAU, Vunapopo, Alexishafen, etc.

S.S. "BREMERHAVEN" on about 6th MAY.

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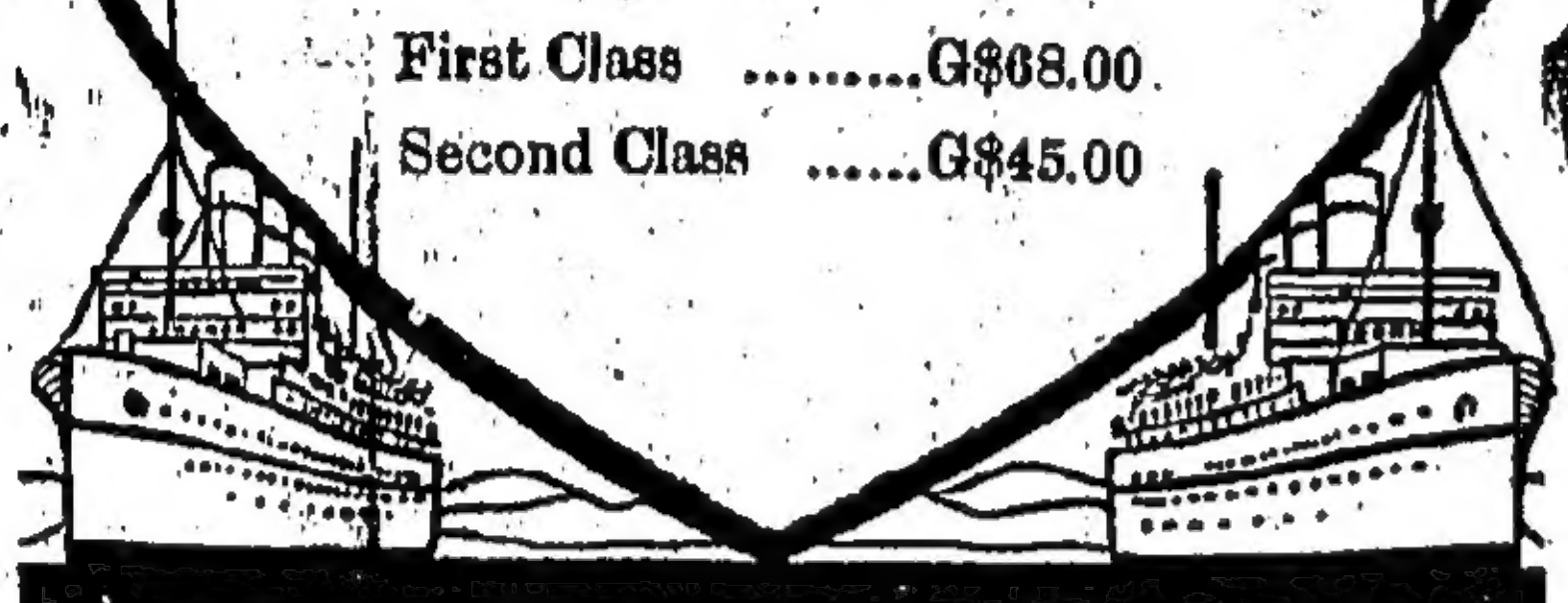
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HONG KONG TO MANILA
AND RETURN

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Leave Hong Kong... Thursday, April 2nd
Arrive Manila... Saturday, April 4th
REMAIN TWO DAYS
Leave Manila... Sunday, April 5th
Arrive Hong Kong... Tuesday, April 7th

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Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 21,000 TONS;
THROUGH CARGO
19,300 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for Through

British H.K. Ports.

Calcutta, Singapore 1,325 8,080

Tainan, Amoy 490 610

Chenan, Swatow 233 1,134

Tea, Dalny 164 2,371

Szechuen, Canton — 1,170

Huichow, Weihaiwei 1,130 975

Chipshing, Canton — 1,005

Dutch Tjimonok, Amoy 2,285 16,365

Tjikembang, Amoy — 1,500

Norwegian Hiram, Swatow 1,100 —

Promise, Kohachang 1,625 —

Hallford, Kohachang 1,903 —

Kronviken, Kamfa 3,200 —

Japanese Shyo Maru, Sana 3,650 1,220

Kokko Maru, Sea 40 —

Chinese Chungkong, Tourane 310 —

Total 21,015 19,305

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

British Arr. Dep.

Dutch 2 0

Norwegian 4 0

Japanese 3 4

Chinese 1 1

Belgian 0 1

Total 19 12

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Tainan (British) Shanghai, 150

Tjimonok (Dut.) Batavia, 859

Tjikembang (Dut.) Shanghai, Amoy 674

Total 1,083

The R.M.S. Empress of Asia arrived at Shanghai on March 29 at 10 p.m. left yesterday at 10 a.m. is due at Hong Kong to-morrow at 5 p.m. and leaves for Manila on April 2 at 5 p.m.

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:—

Wharves:—Kowloon: Franconin, Yuen Sang, Pres. Jackson, Emp. of Japan, Nagato Maru, Asama Maru; Holt's: Calchas, City of Athens; O.S.K.: Canton Maru; Douglas Lapraik: Haining; Chiu On: Hydrangea.

Docks:—Kowloon: Haru Maru, Susanna II., Pronto, Prosper, Prominent, An Lee; Taikeo: Hanyang, Nanning, Chusan, Ixion, Kiangsu, Shun Chih, Tjinorin; Cosmopolitan: Corato.

Buoys:—A2 Tjimonok, A2 Tjikembang, A5 Teckham, A7 Golden River, A8 Gellingham, A9 Kiddlepore, A11 Diana Doll, A12 Sake Maru, A19 Neuralia, B2 Foshing, B3 Nanning, B8 Hiram, B9 Szechuen, B14 Chennan, B15 Tainan, B16 Chungkong, B17 Seitan, B18 Tean, B19 Kwangtung, B20 Huichow, B21 Ardent, B22 Chipshing, B23 Tensan Maru, B26 Tinhow, C1 Promise, C2 Tetsuzan Maru, C3 Clara Jensen, C4 Song Bo, C5 Hirundo, C6 Halldor.

WARSHIPS IN PORT.

The following warships were in port yesterday:—

North Wall—Petersfield, Herald, South Wall—Iroquois, Moth, East Wall—Oniris, Oswald, North Wall—Suffolk, West Wall—Scarpia, Scarpia, Whampoa Dock—Cumberland, Buoy No. 2—Medway, S/Ms, Buoy No. 3—Sandwich, Buoy No. 4—Bruce, Buoy No. 10—Seymour, Buoy No. 11—Sirdar, Buoy No. 12—Marazion, Foreign Men of War—U.S.S. Mindanao, French Vigilante, Portuguese Adamastor.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by s.s. Pres. Jackson:— Mrs. G. W. Brophy, Mr. J. Caballero, Mr. V. Donnelly, Miss A. Houston, Mr. S. D. Igglesden, Mr. E. A. La Fortune, Mr. George A. Malcom, Mr. Quan Teng Sue, Miss Perez Rubio, Mrs. Thomas Stacey, Miss Mariana Stacey, Miss Elizabeth Stacey, Mrs. Ruby Yearley, Master Edward Yearley.

The following passengers arrived yesterday by m.v. Felix Roussel:— Mr. Soulangue Teissier, Mr. Salle, Mr. du Courcelles, Mr. Krebs, Mr. Le Gouverneur, Mr. Joaquin Anselmo, Mr. Oliveira, Mr. Alfonso Carlos F. May, Mr. Abilio Augusto B. Nascimento, Mrs. W. E. Anderson, Mr. J. S. Anderson, Mr. A. D. Anderson, Mr. and Mrs. F. G. Hogg, Mr. J. W. Sonson, Mr. H. Catlin, Miss P. Worcester, Mrs. O. S. Fraser, Miss M. Frazer, Mr. and Mrs. Bonnard, Mr. Stern, Mr. Rosen, Mr. Lyman J. Gage, Mr. Lyman J. Gage, Miss Helene Richard, Mrs. N. S. Bishop, Misses S. B. Renshaw, D. Heywood and C. Hicks, Miss Nilsson, Mr. Bradford, Mr. G. T. Cottle, Mr. J. A. Heist, Misses Whitney Mr. and Mrs. Hartt.

The R.M.S. Empress of Canada left Vancouver for Hong Kong, via Japan ports and Shanghai, on March 28 and is due here on April 19. She will sail for Manila at 5 p.m. on the same day.

The B.I. & Apear Line s.s. Santhis will leave Amoy for this port to-morrow afternoon and is due here on the afternoon of April 2.

BARBER WILHELMSEN LINE.

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All vessels call at SAN FRANCISCO and LOS ANGELES en route.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT

S.S. "CITY OF RHODS" ... Havre, London, Rotterdam & Hamburg ... 18th April
S.S. "CITY OF ATHENS" ... Havre, London, Rotterdam & Hamburg ... 18th May
S.S. "CITY OF BATAVIA" ... Havre, London, Rotterdam & Hamburg ... 17th June

NEW YORK, BOSTON & BALTIMORE—AMERICAN AND MANCHURIAN LINE

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BOSTON NEW YORK & BALTIMORE—AMERICAN & ORIENTAL LINE

M.V. "TAYBANK" ... 7th April
M.V. "TWEEDBANK" ... 4th May

MAURITIUS & SOUTH AFRICA—ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... 10th April

Loading for Mauritius, Benin, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Illo, Port Amelia, Mozambique, Obinda, Inhassate, Zanzibar, Mombasa, Kilindini, Port Nolloth, Lothal, Walvis Bay and Madagascar.

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(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KARMALA"	6,715	8th Apr.	Straits, Colombo & Bombay.
"RAJPUTANA"	9,123	11th Apr.	Marsa, L'don, Hull, B'm & A'warp
"BOUDAN"	18,568	25th Apr.	Marsa, L'don, Hull, B'm & A'warp
"KIDDERPORE"	—	2nd May (Mars.)	Straits, Colombo & Bombay.
"KALYAN"	5,334	5th May	Marsa, L'don, Hull, B'm & A'warp
"COMORIN"	9,144	9th May	Marsa, L'don, Hull, B'm & A'warp
"BURDWAN"	16,133	23rd May	Bombay, Marseilles and London.
"KASHMIR"	8,855	30th May (Mars.)	L'don, Hull, B'm & A'warp
"BANPURA"	16,601	3rd June	Marsa, L'don, Hull, B'm & A'warp
"KASHGAR"	9,005	4th July	Bombay, Marseilles and London.
"RAWALPINDI"	16,619	18th July	Bombay, Marseilles and London.
"KEYBER"	9,114	1st Aug.	Marsa, L'don, Hull, B'm & A'warp
"SOMALI"	—	8th Aug. (Mars.)	L'don, Hull, B'm & A'warp
"RAJPUTANA"	16,608	15th Aug.	Bombay, Marseilles and London.
"CATHAY"	9,123	29th Aug.	Marsa, L'don, Hull, B'm & A'warp
"BOUDAN"	18,568	12th Sept.	Bombay, Marseilles and London.
"KALYAN"	9,144	16th Sept. (Mars.)	L'don, Hull, B'm & A'warp
"KASHMIR"	8,855	10th Oct.	Marsa, L'don, Hull, B'm & A'warp
"BURDWAN"	16,133	17th Oct. (Mars.)	L'don, Hull, B'm & A'warp
"KASHMIR"	8,855	24th Oct.	Marsa, L'don, Hull, B'm & A'warp
"NALDERA"	16,088	7th Nov.	Bombay, Marseilles and London.

Calla Havre. Cargo only. Calla Casablanca. Calla Port Sweticham. Calla Karachi. Frequent connections from Port Said for Passengers and Cargo to Genoa, the Red Sea, India, Persia, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APPEAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SANTHIA"	7,754	4th Apr. 11 a.m.	Singapore, Penang & Calcutta
"TAMARA"	10,000	18th Apr.	do.
"TAKADA"	6,949	2nd May	do.
"SIRDHANA"	7,745	13th May	do.
"TILAWA"	10,008	27th May	do.
"SANTHIA"	7,754	18th June	do.

B.I.—Appear Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	1st Apr. 10.30 a.m.	Manila, Batavia, Brisbane, Sydney and Melbourne
"NELLORE"	6,853	1st May	do.
"TANDA"	6,955	30th May	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

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The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	6,853	6th Apr.	Shanghai, Kobe, Osaka & Yama.
"KALYAN"	9,144	10th Apr.	Shanghai, Kobe, Osaka & Yama.
"TAKADA"	6,949	11th Apr.	Shanghai, Kobe, Osaka & Yama.
"BURDWAN"	16,133	17th Apr.	Shanghai, Kobe, Osaka & Yama.
"SIRDHANA"	7,745	24th Apr.	Shanghai, Kobe, Osaka & Yama.
"COMORIN"	15,182	24th Apr.	Shanghai, Kobe, Osaka & Yama.
"TILAWA"	10,008	8th May	Shanghai, Kobe, Osaka & Yama.
"KASHMIR"	8,855	8th May	Shanghai, Kobe, Osaka & Yama.
"TANDA"	6,955	24th May	Shanghai, Kobe, Osaka & Yama.
"BANPURA"	16,601	24th May	Shanghai, Kobe, Osaka & Yama.
"SANTHIA"	7,754	24th May	Shanghai, Kobe, Osaka & Yama.
"KASHGAR"	9,005	5th June	Shanghai, Kobe, Osaka & Yama.
"ST. ALBANS"	4,500	6th June	Shanghai, Kobe, Osaka & Yama.
"RAWALPINDI"	16,619	10th June	Shanghai, Kobe, Osaka & Yama.
"KEYBER"	9,114	2nd July	Shanghai, Kobe, Osaka & Yama.
"NELLORE"	6,853	6th July	Shanghai, Kobe, Osaka & Yama.
"RAJPUTANA"	16,608	12th July	Shanghai, Kobe, Osaka & Yama.
"KARMALA"	9,123	18th July	Shanghai, Kobe, Osaka & Yama.
"CATHAY"	15,181	14th Aug.	Shanghai, Kobe, Osaka & Yama.
"KALYAN"	9,144	28th Aug.	Shanghai, Kobe, Osaka & Yama.
"KHIVA"	9,155	11th Sept.	Shanghai, Kobe, Osaka & Yama.
"KASHMIR"	8,855	25th Sept.	Shanghai, Kobe, Osaka & Yama.
"NALDERA"	16,088	10th Oct.	Shanghai, Kobe, Osaka & Yama.
"MAURDONIA"	11,120	24th Oct.	Shanghai, Kobe, Osaka & Yama.
"RAJPUTANA"	16,608	7th Nov.	Shanghai, Kobe, Osaka & Yama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore, while waiting the carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Landried.

Passes measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—

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ON NEW YORK:	
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ON SHANGHAI:	
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ON YOKOHAMA:	
On demand	49 1/2
ON MANILA—On demand	49 1/2
ON SINGAPORE:	
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ON BOMBAY:	
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Reserve Liability of Proprietors \$20,000,000

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CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STRAIGHT ON terms which will be quoted on application.
Hong Kong, 23rd Feb., 1931. [28]

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THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & Shanghai Banking Corporation,
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 16th July, 1930. [2]

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A. STOKKINK,
Acting Manager.
Hong Kong, 18th May, 1930. [20]

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A. H. FERGUSON,
Manager.
Hong Kong, 18th March, 1931. [30]

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C. L. SANDES,
Manager.
7, Queen's Road Central, Hong Kong, 12th Mar., 1931. [20]

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A. LECOT,
Manager.
Hong Kong, 2nd May, 1929. [32]

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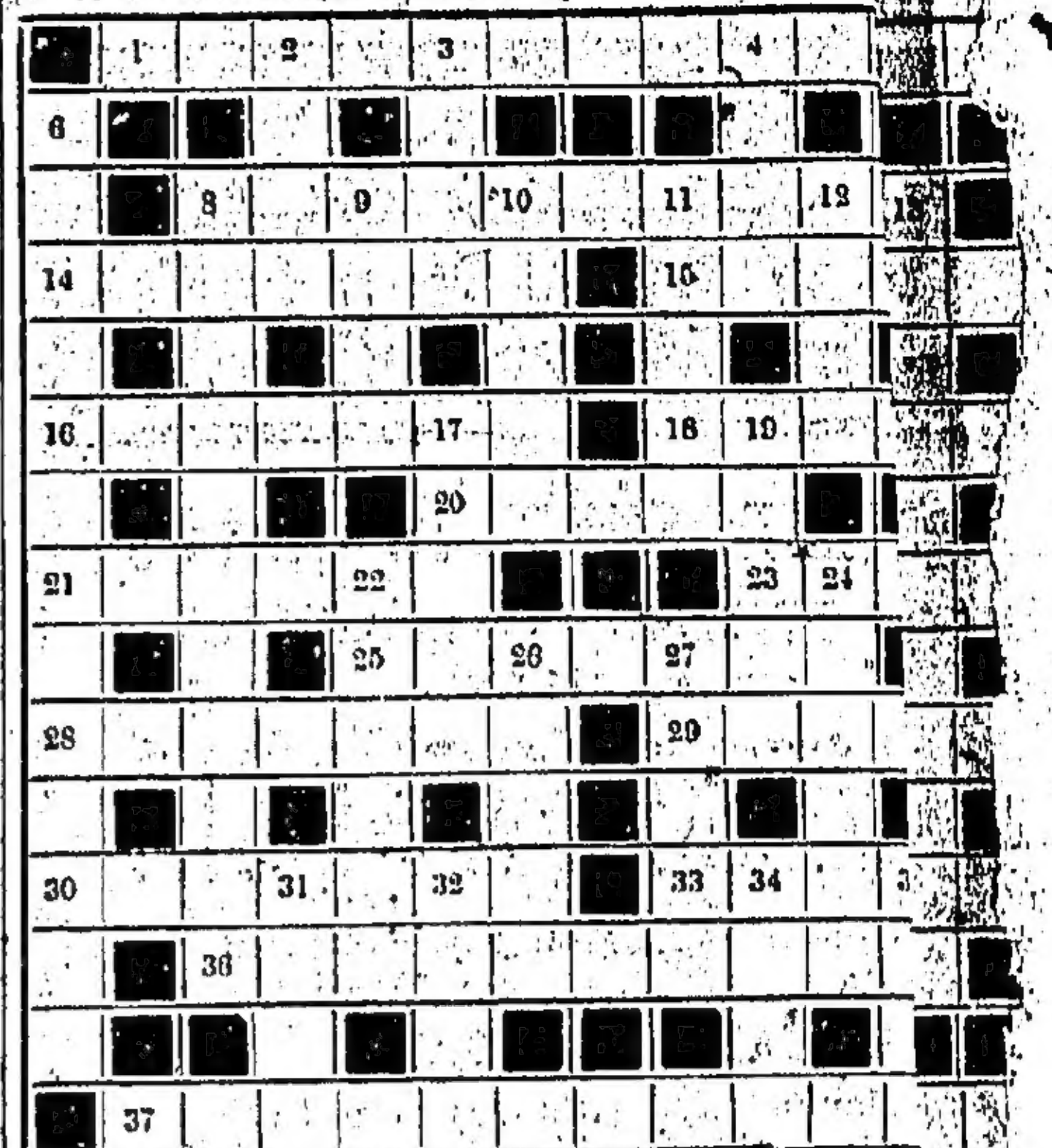
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Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong, March 25, 1931. [35]

CROSSWORD PUZZLE



Across.

1.—No need for perplexity; any one can find out in these trappings.

8.—Tense sayings.

14.—What many an errand boy does.

15.—Tempera.

16.—These were dumb, at the Nativity, tradition says.

18.—He or she is skilled at his or her job.

20.—What our troops once did terribly in Flanders.

21.—There is no "Tear" now to issue these.

23.—A handbook or a place for keys.

25.—Biblical giants from whom a vale near Jerusalem was named.

28.—Spanish or Moorish governors (one spelling).

29.—This coon had a fatal wrestle with snakes.

30.—Machbeth expressed a wish to die "with harness on his back." A New Yorker might put the phrase in two words.

33.—He said he was more an antique Roman than a Dane, morrow, and that there was some liquor left.

36.—Comfortable, but humdrum people detested by such as 13 down.

37.—These walkers include a tragic queen.

Down.

2.—An Egyptian whose name suggests that the police have got him.

3 and 17 down.—Your smart man does not leave his trousers thus.

4.—"I fear thy, thy tones, thy motion."

5.—Juliet wanted to know what was in this.

6.—Not a literary use.

7.—Of all sorts.

9.—Topsy-turvy revels.

9.—You get a comprehensive view from a coup of this.

10.—Disorderly, but buckler.

11.—Her offspring are vagabond.

12.—Straining at is deglutition.

13.—Red he might be breeches.

17.—See 3 down.

19.—Katharine's requited this ver plainish (rev.).

22.—Is he adopting novel tion for signing?

24.—Intrigues are free down.

26.—A man's ranchhold, his this, as Brov especially in direct ed.

31.—Sometimes preble to lake in N. I.

34.—Same as 9 do with distributed mi.

35.—Old operas can mo these than mo ones thus.

The solution will enlighten Roman than a Dane, morrow, and that there was some liquor left.

36.—Comfortable, but humdrum people detested by such as 13 down.

37.—These walkers include a tragic queen.

YESTERDAY'S PUZZLE

Across.

1.—No need for perplexity; any one can find out in these trappings.

8.—Tense sayings.

14.—What many an errand boy does.

15.—Tempera.

16.—These were dumb, at the Nativity, tradition says.

18.—He or she is skilled at his or her job.

20.—What our troops once did terribly in Flanders.

21.—There is no "Tear" now to issue these.

23.—A handbook or a place for keys.

25.—Biblical giants from whom a vale near Jerusalem was named.

28.—Spanish or Moorish governors (one spelling).

29.—This coon had a fatal wrestle with snakes.

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7.—Of all sorts.

9.—Topsy-turvy revels.

9.—You get a comprehensive view from a coup of this.